

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 35.]

SATURDAY, AUGUST 27, 1870.

[WHOLE No. 1,793 VOL. XLIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 27, 1870.

Exhibition of the American Institute.

The Board of Managers of the American Institute announce that the Empire Skating Rink on Third-avenue, near Sixty-second street, having just been enlarged and improved, is now open for the reception of goods, and on Wednesday, Sept. 7, the Grand Exhibition will be formally opened to the public by an address at 12 M. It will continue open every secular day until Nov. 2, when the closing address will be delivered and awards to successful exhibitors announced.

The following is a list of the new officers chosen for the present year:

Horace Greeley, President.
Wm. Hall, Chas. P. Daly and Nathan C. Ely, Vice Presidents.

George Peyton, Recording Secretary; Samuel D. Tillman, Corresponding Secretary; Sylvester R. Comstock, Treasurer.

Board of Managers—Orestes Cleveland, Wm. H. Butler, J. G. Herriot, C. W. Hull, Wm. S. Carpenter, George Timpson, J. W. Stratton, James Knight, Thos. Rutter, Thos. Hicks, Samuel R. Wells, J. B. Lyman, J. T. Smith, Wm. Shriver, W. E. Pease, Thos. D. Stetson, Jas. R. Smith, Chas. E. Burd, E. S. Dickinson, Chas. H. Clayton, Henry J. Newton, A. M. Eagleson, Frank Everdell, Thos. Varker.

The managers expressly desire and urge exhibitors to hurry forward all goods not of a perishable character at once, thus securing good

locations for exhibition and also avoiding the inevitable rush of articles which always occurs about the day of the public opening.

The building enlargements and improvements, including decorations, painting and refitting, have been quite extensive, involving an expense of about \$12,000. A largely increased area of the space has been secured by leasing adjoining lots of ground, thereby enlarging the exposition and machinery departments to the extent of about 100,000 square feet. The painters are now at work, and the interior woodwork is all being painted white.

The Second-avenue entrance to the building has just been enlarged, and is now especially adapted to the reception of machinery. A new adjoining building, forty feet square, has just been completed, which is especially designed for steam power. New main lines of shafting, with stationary engines, provided with water and gas pipes, has been erected by the managers.

The Third-avenue main public entrance is being improved by enlargement, and a covered passage-way to the sidewalk, which is to be covered, painted and lined on either side with evergreens and flowers. Facilities for visitors reaching the Fair this fall have been considerably increased by the extension of the Madison-avenue railway line, which is now running cars from the Astor House to Yorkville.

A new Belgian pavement has been recently completed in East Sixty-fourth street from Fifth to Third avenues, making a fine carriage way from the west side to the east.

The managers have issued the following circular:

"The desire expressed by many to avail themselves of this occasion to exhibit their products will not excite surprise. American skill and invention are making such rapid strides in every branch of the useful arts, that no adequate conception can be formed of the actual advance unless specimens of improved machines and processes can be frequently submitted for examination and comparative tests. In the Old World the development of new plans for utilizing the forces and products of nature is so slow and uncertain that annual displays of skill and handicraft, under the auspices of a single Government, is not deemed essential. An international exposition once in a decade of years seems to satisfy

the pride and curiosity of the European public; but in our own country the love of novelty, the passion for improvement, and the yearning for a better way, is so strong and general, that annual industrial exhibitions are demanded, and those who can afford to try new methods and processes, for their own benefit, are found to be the unfailing patrons of such displays. It must be admitted that country and State fairs and exhibitions by incorporated societies are very frequent, yet in most instances they do not excite unusual interest, except in their immediate neighborhood.

The American Institute may, therefore, be said to stand alone in its aim to be national in its character and influence. Its chief object is to call together, from all quarters of the Union, at stated periods, specimens of the best work, the greatest skill and the rarest ingenuity, and to test their comparative merits. The annual exhibition of the Institute, on account of its completeness, may be regarded as the best index of American progress.

It affords unusual facilities for the display of new inventions, and by its long continuance gives all classes of visitors ample time to satisfy themselves as to the actual value and merit of any article they may desire to use, thus affording to manufacturer and purchaser, to producer and consumer, a golden opportunity. To those who have failed to secure the highest award at former exhibitions, it holds out strong inducements to again present their work and inventions in such improved form as will enable them to bear off the palm, and their expectation in this regard will be naturally increased by the assurance that the managers use their best endeavors to select competent and impartial judges, whose decisions will not be overturned or invalidated by any personal bias or official interference.

A permanent classification of articles on exhibition has been arranged, and seven departments selected. They are as follows:

1. Department of Fine Arts and Education, including seven groups, consisting of paintings, engravings, photographs, sculpture, musical instruments, printing, &c.
2. Department of the Dwelling, including seven groups, consisting of apparatus for warming, cook-stoves, lamps, kitchen-ware, carpets, furniture, doors, window-sashes, &c.
3. Department of Dress and Handicraft, including seven groups, consisting of apparel for males and females, cloths, jewelry, writing-desks, &c.
4. Department of Chemistry and Mineralogy, including seven groups, consisting of soaps, acids, leather, paints, dye-stuffs, flour, meal, &c.
5. Department of Engines and Machinery, consisting of stationary engines, pumping machines, machinery for working of metals and wood,

6. Department of Intercommunication, consisting of locomotive engines, carriages, models of vessels, telegraphic apparatus, fire engines, &c.

7. Department of Agriculture and Horticulture, consisting of plants, flowers, fruits, butter, cheese, mowers, reapers and products of the soil used in the arts.

The grade of premiums and testimonials will be as follows:

First Premium—Large medal and diploma, which may set forth the reasons which govern the judges in rendering their decision.

Second Premium—A medal and diploma. An entrance fee of \$3 will be charged upon all goods for competition.

Tables for exhibitors are furnished by the managers without extra charge. No Petroleum or patent medicines will be allowed a place in the exhibition. No goods can be sold and delivered within the Fair.

The Board of Managers have nearly perfected arrangements with all the prominent railway, steamboat and express companies to severally return freight free all articles exhibited, the freight on which shall have been paid to New York. Several of the leading features of the exposition, which will probably become popular, are entirely new inventions. Among others is a large church organ by Jardine, which is expected to work upon a new principle through the adoption of a pressure of twelve pounds. This musical instrument will be placed against the rear eastern wall, in an elevated position, about twenty feet from the floor.

One of the largest soda water fountains ever built will be erected in the middle of the main hall.

A newly-invented hotel elevating apparatus will also be on exhibition and in working condition, treating those who may desire it, to a ride to the top of the Bink.

The Committee of Fine Arts and Education, consists of Messrs. Newton, Stetson, and Clayton. On Engines and Machinery, Messrs. Shriver, Stratton and Dickinson. On Agriculture and Horticulture, Messrs. Carpenter, Lyman and Burd.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$173,323 12	\$179,425 95
" freight.....	326,795 85	309,845 22
" mails.....	18,900 01	10,168 49
" express.....	5,000 01	6,250 00
" miscellaneous.....	545 31	833 50
	\$524,564 30	\$506,523 16
Expenditures, viz:		
Maintenance of way.....	\$151,102 85	\$173,426 61
" motive power.....	103,184 67	108,429 16
Cost of working road.....	103,738 49	108,308 31
" management.....	10,404 87	11,984 16
Miscellaneous.....	20,874 98	23,683 06
	\$389,300 86	\$425,831 30
Net balance.....	\$135,263 44	\$80,691 86
Balance, March 31, 1869.....	241,126 03	
Interest received during the year.....	6,740 92	
In hands of superintendent less than last year.....		2,187 74
Total.....		\$330,746 55
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc.....	\$59,764 73	
Paid preferred stock dividends.....	48,584 00	
Wood, oil and stock on hand more than last year.....	3,049 21	
Engineer department more than last year.....	6,757 32	
Paid Trustees of sinking fund.....	12,500 00	
Paid sundry expenses.....	3,120 32	
Bonds and cash on hand.....	197,020 97	
Total, as above.....		\$330,746 55

Compared with the previous year, the gross earnings show a decrease of \$18,041 20; with an increase in expenses of \$36,530 44—making a decrease in the net earnings of \$54,571 64. The report says:

The amount of gross earnings is somewhat less than last year, resulting from the interruption of business caused by the unusually severe freshets of last fall.

We have added to the equipment this year, 1 first-class freight engine, 2 monitor-top passenger cars, 2 monitor-top smoking and baggage cars, and 10 gravel cars, and have built 8 box and 55 platform cars.

We have made full and ample repairs on both engines and cars, so that they are all in good order and condition for business.

We have built a passenger depot at Ashland, and a dwelling house and depot combined, at Warren summit.

We have laid 44,500 new sleepers and have also laid 1,400 tons of new 56-lb. iron, taken up, repaired and relaid 10,700 old rails, and have taken up 750 tons of light iron and disposed of the same to the Extension. This makes the road, so far as iron is concerned, in better condition than it ever has been. The above will explain, in part, while the balance of net earnings is less than the previous year.

There has been no change in our business with connecting roads, since our last report, and no definite agreements have been made. The two dividends for the year, on the preferred stock, have been declared and paid, and are charged in the accounts.

It was thought by some, that it would be advisable to pass the dividends, until the loss sustained by the freshets was made up. This, the directors considered, would be unfair to the preferred stockholders, as they had already been waiting about ten years, without receiving their interest.

We, therefore, have deemed it proper to pay them, and will continue to do so, regularly.

The usual payment of \$12,500 has been made to the Sinking Fund, which, with its accumulation, amounts to \$253,750.

The bonds of the road, known as Convertible Mortgage Bonds, amounting to \$350,000, viz: \$200,000 seven per cent. bonds and \$150,000 six per cent. bonds become due on the 1st day of July next, and are to be provided for. The directors propose to extend the time of payment for five years, and to attach new sets of coupons, at the same rates of interest, for that time.

As this is now the first mortgage on the road, there can be no question as to the security, it being a first class one in every respect.

The holders of over one half the amount of bonds have signified their acceptance of the proposal.

The road sustained heavy damage and injury from the unusual and severe freshets in October last, there having been some seventy places or more where culverts were carried away, together with breaks in the road, some of which were of a frightful character, being from 175 to 200 feet in length, and from 40 to 60 feet in depth.

The most of the same has been rebuilt, repaired and filled up, so that the road is now in good running order.

The expenses of the damage have been very large, the amount of which, as yet, cannot be fully determined.

The extension of the White Mountains, N. H., Railroad was opened to the Wing road in Bethlehem and the line of the town of Whitefield on the 1st day of October last, but the severe freshet which came soon after carried away the bridge and abutments at Littleton, and damaged the road so that we were not able to rebuild and repair so as to be running, until about the 1st of January, since which time we have been running regularly to the Wing road.

The directors, in the fall and winter, made contracts to build the road from Whitefield line to the

Ruggles highway in Dalton, and it is now about completed and the iron laid, and we intend to be running to Whitefield village by the 1st day of June.

They have also to report that they have made a contract with Messrs. Thompson and Lindsay to do the grading, etc., from the highway in Dalton to Israel's River in Lancaster, to be finished so that the cars can be running to Lancaster by the first day of January, the contractors assuming and taking the notes or bonds voted by the town of Lancaster in part payment.

There has been paid for the extension, to this time, about \$165,000. This amount has been raised outside and is not included in the accounts, but is to be arranged hereafter.

When the extension is completed to Whitefield and Lancaster, the directors feel confident it will increase the receipts largely, and prove of great advantage, and think it for the interest of the road to continue it to Northumberland and to connect with the Grand Trunk Railway, and eventually arrange to build or to extend to Colebrook and the towns in the upper part of the State.

At the session of the Legislature in June last, a charter was obtained by this road to build a branch road from the Wing road station to Sawyer's bridge and the foot of Mount Washington.

The directors have had surveys made and find the route a feasible one, and think it for the interest of this corporation to build as far as Sawyer's bridge, provided the assistance that has been proposed by individuals be given.

The total number of passengers carried during the year was 130,899; equal to 7,853,940 carried one mile. Total number of tons of freight, 67,376; equal to 4,042,560 tons carried one mile.

TRIAL BALANCE, MARCH 31, 1870.

Construction.....	\$2,850,000 00
Wood, oil, etc., on hand.....	22,821 18
Stock, etc., on hand for repairs.....	29,382 47
1870 bonds on hand (C. M.).....	800 00
Trustees of sinking fund.....	164,000 00
Pemigewasset house.....	16,000 00
Joseph A. Dodge, Supt.....	24,837 17
Cash on hand for coupons unpaid.....	1,825 00
" " dividends unpaid.....	10,080 00
Sinking fund and mortgage bonds on hand.....	146,500 00
Cash.....	58,615 97
	\$3,324,861 79
Stock, (old dividends, etc.).....	\$459,600 00
" preferred.....	800,000 00
" new.....	540,400 00
	\$1,800,000 00
Bonds due in 1865.....	\$130,000 00
" " 1870.....	350,000 00
" " 1889.....	570,000 00
	\$1,050,000 00
Coupons due and unpaid.....	1,825 00
Dividends.....	1,448 89
" not yet payable.....	28,125 00
" due since May 20, 1867, and unpaid.....	10,080 00
Profit and loss.....	433,382 90
	\$3,324,861 79

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD HARLOW.

Superintendent.—J. A. DODGE.

New York and Boston Air Line R. R.

At a recent meeting held in New Haven, to hear a report from the directors of the Air Line Railroad, as to the condition of the work along the line, Mr. Lyman, the president, made a statement of the amount of work done and money expended. On the western division, extending from

New Haven to Prospect street in Middletown (which is all completed and the cars running), there has been expended \$993,869 19; on the Middletown division, extending from Prospect street to Portland, to a point fifteen hundred feet east of the river, and including the bridge, there had been expended in work and material \$299,794 00; and on the eastern division, between Portland and Willimantic, there had been expended \$1,221,504 85. This, together with \$442,212 expended for the right of way, station grounds, equipment, engineering expenses, &c, makes the total amount expended up to this time \$2,957,880 04. The amount of money necessary to complete the middle division, including the bridge, is \$237,020, and to complete the eastern division entire \$874,511. Of the 27 miles of road east of Portland, 20 of it is graded and ready for laying the ties, and \$75,000 worth of iron was on the ground ready to be laid. It is expected that with an additional credit from New Haven for \$500,000, the company will issue bonds for as much more, on the provision made in the charter, and thus be possessed of the means to complete the road within eight months.

North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1869 and 1870, compare as follows:

	1869.	1870.
From passengers	\$196,187 95	\$233,753 52
" freights.....	384,140 90	405,066 63
" mail	16,725 00	16,725 00
	\$577,053 85	\$655,545 15

Expenses, viz:

Old.....	\$68,972 99	\$73,520 08
New	401,110 87	393,128 94
	\$470,083 86	\$466,649 02
Excess of earnings	\$106,969 99	\$188,896 13

In expenses, the word "old" means interest on old debts and unadjusted claims not entered on the books previously to this fiscal year. The word "new" means current expenses. Of the above "old" in the fiscal year 1868-'69, \$41,145 29 is for interest, and \$27,827 70 for other debts; and in 1869-'70, \$46,932 86 is for interest, and \$26,587 22 for other debts. Excluding the "old" entries, the net earnings for 1868-'69 would be \$175,942 98; and for 1869-'70, \$262,416 21.

Of the current expenditures for 1869-'70, (\$393,128 94,) the following are regarded as extraordinary:

New railroad iron, chairs and spikes.....	\$53,450 38
Buildings and bridges.....	15,163 21
Interest and discount.....	47,742 71
Incidentals	2,903 44
Rebuilding engines.....	5,378 70
Building cars	9,367 19
	\$134,000 63

—leaving the net operating expenses for the year \$259,128 31; and the net earnings over operating expenses, \$396,416 84, an increase over the previous year of \$80,596 08.

The general income accounts for the two years under review compare as follows:

Receipts:	1869.	1870.
Earnings, as above.....	\$577,053 85	\$655,545 15
Old iron sold.....	58,338 60	41,814 33
Other property sold	1,525 99	3,734 34
Rents	5,481 51	4,925 73
Shop account.....	2,623 85	1,257 26
Interest	7,262 67	6,096 90
Mileage of cars.....	4,843 64	6,469 92
Miscellaneous.....	987 31	358 86

Total receipts...\$658,117 42 \$720,202 49

Expenditures:

Transportation	\$119,067 46	\$144,500 26
Motive power.....	25,928 02	32,817 63
Cars	39,612 52	62,282 41
Maintenance of road.....	94,040 07	106,057 25
Subsistence.....	17,716 95	6,214 76
Maintenance buildings.....	9,662 07	9,730 39
" bridges.....	8,269 43	5,529 72
Stock killed.....	1,583 25	2,294 53
Interest	71,390 12	47,742 71
Incidentals.....	7,289 49	4,741 96
New rails, chairs and spikes	72,655 34	53,450 38
Taxes	2,869 14	2,337 02

Total expenditures.....	\$470,083 86	\$466,649 02
Excess of receipts	\$188,033 56	\$253,553 47
Included in the expenses are "old" as follows	69,972 92	73,520 08

Excess of receipts over "new" or current expenses

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1870:

Assets on hand at commencement of year	\$110,522 93
Real estate sold	1,211 00
Claims passed to profit and loss	5,772 33
Supplies on hand Sept. 1, 1869.....	28,905 85
Receipts.....	723,279 45
Increased liabilities.....	103,931 26

Total.....	\$970,622 82
Ordinary and extraordinary exp.....	\$466,649 02
Paid stock N. W. N. C. R. R. Co.....	20,000 00
Paid for real estate.....	113 00
Amount of dividend No. 10, declared Feb. 16, 1870, 3 per cent. on April 1, 1870, and 3 per cent. on July 1, 1870.....	240,000 00
Cash and cash assets.....	216,846 99
Supplies on hand May 31, 1870.....	27,013 81

Total, as above

Number of through passengers carried, 17,007; do., local do., 75,958—total, 92,963. Tons of through freight, 53,881; do., local do., 36,955—total, 90,836. Bales of cotton shipped, 44,553.

The financial condition of the company now and one year ago is thus compared in the report of the Treasurer:

The debt of the company reported and entered on the books of the company on the 31st May, 1869, was \$677,859 04, to which add \$73,520 08 of old debts, not reported and entered on the books of the company, but which have been paid during the year. We have the total debt of the company on the 31st May, 1869, of \$751,378 12, to which add \$240,000 for dividend No. 10, declared Feb. 16, 1870, we have the debt of the company for the year \$991,378 12, of which amount there has been paid during the year \$209,173 82, leaving the debt of the company as shown by the books of the Secretary on the 31st of May, 1870, to be \$782,205 30, which debt may be decreased by assets on hand \$243,860 80, and the probable reduction on negro bonds of \$27,000, leaving actual balance to be paid \$511,344 50.

The general exhibit of the business of the Company for the fiscal year, shows an increase of the debt of the Company of \$103,931 26, the cause of which will be readily seen by the dividend of \$240,000, declared on the 16th February, 1870, and old debts of \$73,520 08, not reported and entered on the books of the Company, and the difference in assets now and one year ago, all of which is necessary to show up in the fiscal year closing May 31st, 1870.

The total bonded debt of the Company under the Mortgage is \$490,500, of which amount \$120,000 is in five year bonds, \$193,000 is in ten year bonds, and \$177,500 is in twenty year bonds.

There yet remains unpaid of the Loan due March 1st, 1867, \$64,500, which we are anxious to close out during this year. The amount paid out during the past fiscal year for freight and other damages, exclusive of stock killed, has been \$19,254 71, of this amount about \$17,000 has been paid in settlement of suits against the Company for accidents to passengers, burning of cotton, &c., which suits were brought against the Company before the present administration came in. Some of the suits have been pending for years.

The future prospects of your road are cheering, its business is increasing year after year, and its present excellent condition can be maintained, with but comparatively little increase on the expenses of the past two years.

It is a matter of congratulation that your Road has been enabled to pay a cash dividend of \$240,000 from its actual earnings during the year.

The financial condition of the company as of May 31, 1869 and 1870, is thus stated in the general ledger balances:

	1869.	1870.
Capital stock.....	\$4,000,000 00	\$4,000,000 00
Loan 8 per cent. due March 1, 1867.....	95,000 00	64,500 00
Interest due on same.....	1,880 00	1,620 00
Mort. loan 8 per ct. due Nov. 1, 1872.....	153,000 00	120,000 00
Interest due on same.....	1,020 00	280 00
Mort. loan 8 per ct. due Nov. 1, 1877.....	166,000 00	193,000 00
Interest due on same.....	1,640 00	440 00
Mort. loan 8 per ct. due Nov. 1, 1888.....	146,000 00	177,500 00
Interest due on same.....	520 00	540 00
Dividend certificates fundable in 20 yrs' 8 per cent. mort. bonds.....	6,980 00	2,524 00
Dividend No. 9, balance payable in 20 years' 8 per cent. mort. bonds.....	8,250 00	3,120 00
Due on dividends.....	867 00	127,251 00
Temporary loans.....	18,580 00	1,200 00
Bills payable.....	5,170 06	7,700 71
Due other companies.....	3,669 47	4,268 56
Due agents.....	.....	178 65
Due on individual accounts.....	12,068 17	17,618 65
Due on pay rolls.....	15,337 34	24,947 73
Due on negro bonds.....	41,927 00	35,521 00
Profit and loss.....	682,708 43	730,602 04
Total.....	\$5,360,567 47	\$5,612,807 34

Road, equipment and real estate.....	\$4,949,844 54	\$4,948,746 54
Sinking fund.....	204,000 00	204,000 00
Stock of Chatham R. R. Co.....	74,700 00	74,700 00
Stock of North Carolina R. R. Co.....	21,500 00	21,500 00
Stock of N. W. N. C. R. R. Co.....	.....	20,000 00
Due from station agents.....	16,879 96	13,293 70
Due from other companies.....	8,098 64	18,178 18
Due from individuals.....	16,015 29	21,739 07
Due from freight exchanges.....	1,870 81	1,819 10
Due from U. States.....	3,636 64	568 52
Due from P. O. Dept.....	2,786 58	2,806 21
Bills receivable.....	6,405 40	4,881 60
Due from Southern Express Co.....	1,000 00	1,204 38
Cash.....	53,500 11	162,376 33
Supplies on hand.....	.....	27,013 81
Total.....	\$5,360,567 47	\$5,612,807 34

President.—WM. A. SMITH.

Superintendent.—ALBERT JOHNSON.

Treasurer.—G. M. LEE.

Secretary.—F. A. STAGO.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Aug. 23d, 1870, and each bearing that date.

Reported weekly for the RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

- No.
- 106,558—Ventilating Window for Railroad Cars, Samuel Darling, Providence, R. I.
- 106,559—Machine for repairing Boiler Flues, Joseph Hughes, Bloomington, Ill.
- 106,615—Railway Car Seat, Joseph J. Pease, Stockbridge, Mass.
- 106,625—Preserving Wool, Alex. J. Sheldon, Buffalo, N. Y.
- 106,635—Railway Car Axle, Fredk. Sturteyk, St. Paul, Minn.
- 106,647—Method of preventing decay in the timbers of bridges, buildings, &c., Augustus Allen, Cass Co., Mich.
- 106,648—Steam Coupling for R. R. Cars, Samuel A. Appold, Baltimore, Md.
- 106,662—Steam Generator, Jno. M. Clark, New York, N. Y.
- 106,668—Nut Lock, David Cumming, Jr., Brooklyn, N. Y.
- 106,669—Slide Valve for Steam Engine, Francis Curtla, Newburyport, Mass.
- 106,727—Pumping Engine, Louis C. Rodier, Springfield, Mass.
- 106,737—Means for adjusting wheels to different gauges, Wm. B. Snow, New York, N. Y.
- 106,739—Railway Car Seat, W. Horace Soper, Baltimore, Md.

Mexican Railway.

The Tenth ordinary general meeting of this Company was held in London on the 28th of June. Mr. R. W. Crawford, M. P., in the chair. The Secretary having read the notice convening the meeting, the following report was taken as read:

REPORT OF THE DIRECTORS.

The annexed report of Mr. Samuel, the consulting engineer to the Company, will inform the Shareholders of the satisfactory condition of the upper section of the line, and of the progress which had been made at the date of the latest advices, with the prosecution of the works on the lower section between Paso del Macho and Fortin. It justifies the hope, that the present toilsome and costly methods of transit through the difficult pass, by which the commerce of Mexico has hitherto found its way, in the fair season of the year, between the capital and the State and its most important seaport, Vera Cruz, will be superseded before many months have passed away by the safe and speedy communication of a railway, open for traffic at all times and seasons of the year. The Shareholders are probably aware of the important inquiries which have been for some time carried on before commissioners sent to this country by the Government of Russia, and a deputation of gentlemen selected for the purpose by the Secretary of State for India, into the merits claimed by its promoters for the method of railway construction and working, known as the Fairlie system. These investigations have been attended by representatives of this Company also, and the chief engineer, Mr. Buchanan, being now in this country, is carefully considering the advantages of the system, with the view of determining how far it may be desirable to apply it in the prosecution of the works remaining to be completed. The following statements show the results of the working of the opened sections of the railway for the year 1869:

Statement of the traffic receipts, expenses, &c., on the railway from Mexico to the Puebla junction at Apixaco (86 miles), from 1st January to 31st May, from Mexico to Santa Anna, from 1st June to 11th September, and from Mexico to Puebla (115 miles) from 12th September to 31st December, 1869:

	Gross receipts.	Working expenses.	Net profit.
1869.	£	£	£
January.....	7,809	4,930	2,879
February.....	7,018	4,737	2,281
March.....	8,157	4,842	3,315
April.....	7,643	5,001	2,642
May.....	7,699	4,868	2,837
June.....	6,965	5,765	1,200
July.....	8,413	6,867	1,545
August.....	8,215	5,957	2,257
September.....	8,980	6,046	2,934
October.....	10,610	6,793	3,817
November.....	11,415	6,708	4,712
December.....	12,776	7,304	5,471

Total.....105,699.....69,813.....35,886

Statement of the traffic receipts, expenses, &c., on the railway from Vera Cruz to Paso del Macho (47 miles), from 1st January to 31st December, 1869:

	Gross receipts.	Working expenses.	Net profit or loss.
1869.	£	£	£
January.....	2,448	2,490	L 43
February.....	1,844	3,785	L 1,941
March.....	2,181	2,546	L 365
April.....	2,442	2,821	L 418
May.....	2,251	3,291	L 1,040
June.....	2,580	3,026	L 446
July.....	2,159	2,951	L 791
August.....	2,300	2,814	L 513
September.....	1,565	2,618	L 1,052
October.....	2,215	2,584	L 369
November.....	2,483	2,818	L 334
December.....	3,159	2,880	P 279

Total.....27,830.....34,664.....Loss 7,034

The earnings on the upper section for four months of the present year given below are satisfactory, as compared with the earnings for the same period of last year; and with regard to the lower section, which was kept open at a loss in consequence of its defective condition during the greater part of the year 1869, it will be observed from the particulars of the earnings for the first three months of the present year, also given underneath, that this section is now being worked again with a small profit.

Statement of the traffic receipts, expenses, &c., on the railway from Mexico to Puebla, (115 miles), from 1st January to 30th April, 1870:

	Gross receipts.	Working expenses.	Net profit.
1870.	£	£	£
January.....	11,925	5,900	6,025
February.....	9,774	7,227	2,547
March.....	11,900	6,821	5,080
April.....	11,476	5,399	6,077

Total.....45,075.....25,346.....19,729

Statement of the traffic receipts, expenses, &c., on the railway from Vera Cruz to Paso del Macho (47 miles), from 1st January to 31st March, 1870,

	Gross receipts.	Working expenses.	Net profit.
1870.	£	£	£
January.....	3,352	2,731	621
February.....	3,111	2,784	377
March.....	3,598	3,438	160

Total.....10,060.....8,903.....1,157

The Shareholders may have noticed that a weekly statement of the earnings on the upper section for the present year has for some time past appeared in the public journals. The following tabular statements enter into details not given in these weekly returns, with reference to the total weight of merchandise, &c., and the numbers

of 1st, 2nd and 3d class passenger conveyed on the Mexico and Puebla line, down to the date of the more recent returns:

Statement of merchandise traffic on the Mexico and Puebla line from the 2nd January to the 30th April, 1870.

	Tons.	£
General merchandise.....	7,882	13,954
Pulque.....	10,992	14,873

18,874.....27,827

Carriages, animals, specie, jewelry, &c.....1,955

Total.....£30,282

Statement of passenger traffic on the Mexico and Puebla line from the 2nd January to the 30th April, 1870.

Passengers—1st class.....	4,047
" 2nd ".....	49,952½
" 3d ".....	30,130½
" Military.....	4,202

Total passengers.....88,332

Total receipts, including excess luggage.....£13,664

Of the total weight of general merchandise carried on the upper section for the first seventeen weeks of the present year, it thus appears that considerably more than one-half consisted of the national beverage, Pulque, yielding the large sum of £14,372, or upwards of 50 per cent. of the total receipts from general merchandise. It has been observed that the popularity of the enterprise, both with the Government authorities and the general public of Mexico, has never been so great as it is at the present time. As travellers from Vera Cruz to Puebla and Mexico, in going along the ordinary road, can see from the diligence many of the largest and most difficult works of this section, in active operation, close to the road-side for a distance of about seven miles,—comprising such as the Paso del Macho and Chiquihuite bridges,—both the Government and the people of Mexico have before them evidence of the energy with which the Government is constructing this important part of the line. From the last advices received by the board from Mexico, bearing date the 10th of May, it would appear that these opportunities of knowing what the Company has done, and is doing, have produced a very favorable impression.

15 per cent. 12 per cent.
Duties. Duties.

The gross sums received from the Government of Mexico during the year 1869 were.....£122,801.....£68,915
And for the first three months of the present year.....37,443.....25,183

The closed accounts for the year ended 31st December, 1869, have not yet been received from Mexico, but being promised by the mail due at the end of this month, the board propose, in submitting this report, to adjourn the general meeting until the day appointed for the second special meeting required to complete the statutes, when the accounts will be laid before the Shareholders in the usual form. In their report of the 21st December, 1869, the Directors informed the Shareholders that the Government of Mexico had approved the Statutes of the Company, subject to the addition of certain new articles which appear in the notice of the extraordinary general meeting printed on the back of the present report. The Government has also required that the word "shall" shall be substituted for the word "may" in Article 66 of the Company's Articles of Association, and the Directors have no hesitation in presenting both this alteration and the additional Articles to the Shareholders for adoption, with a view to the establishment of the internal relations of the Company with the Government of Mexico on a permanently satisfactory basis. Copies of the Decree of the Mexican Government

of the 27th November, 1867, as modified by the Decree of the 11th November, 1868, can be obtained by the Shareholders upon application to the Secretary at the Company's offices.

The following is the report of Mr. James Samuel, the consulting engineer:

GENTLEMEN:—My last report on the state of the open sections of the Mexican railway, and on the portions of the line under construction, was dated 16th December, 1869, and I have now the honour of handing you a report of the progress made in construction since the 9th November, 1869, the date when the works were resumed; and also on the condition of the open sections from Vera Cruz to Paso del Macho, and from Mexico to Puebla.

Vera Cruz to Paso del Macho.—The sleepers on about 37 miles of this portion of the line have been entirely renewed, leaving about ten miles to be done. The rails have been straightened wherever required, and the timber trestle bridges have been repaired, and are now in sound condition; and Mr. Buchanan, the chief engineer in Mexico, reports that a marked improvement has been effected in the general state of the permanent way. The new sleepers are of "sapote," a native timber found in certain districts of the Tierra Caliente, and possessing great durability. When the renewal of the sleepers on this section is completed we may expect with confidence that a very considerable reduction in the maintenance of way, and also in the repairs of locomotives and rolling stock, will be effected, as the dilapidated condition of this line has hitherto been one of the principal causes of the excessive working expenditure in the locomotive and permanent way departments. The iron bridge over the river Jamanpan at Soledad (now completed) is a strong and permanent structure, but immediate attention must be given to the removal of the present timber trestle work on either side of the approaches to the bridge, and the substitution of iron girders and earthwork in lieu thereof, as recommended in my report to the board dated the 22nd April last.

Mexico and Puebla.—By the last advices, I learn that the general condition of this portion of the line, 115 miles in length, is satisfactory, and the trains are running with great regularity; no extra expenditure in the maintenance of way or works during the rainy season is anticipated. The renewal of the timber sleepers still continues to form a heavy item in the current working expenses. The cast-iron pipes for the San Cosme Water Works, as required in terms of the concession, have been laid for a distance of about 1,400 feet, in substitution of the stone aqueduct in front of the station at Buena Vista, in the City of Mexico.

Paso del Macho and Fortin.—The construction of this section of the line, 24 miles in length, was resumed on the 9th November last, and has been carried on as rapidly as the financial resources of the Company have permitted. The iron bridge over the Barranco at Paso del Macho, with a central span of 135 feet, and two side spans of 58 feet each, and also two girder bridges—one of 47 feet and the other consisting of three spans of 40 feet each—are all completed. The masonry of the piers and abutments of the San Alejo bridge is completed, and ready for the iron work of the superstructure, which has doubtless arrived ere this time. This bridge consists of five spans of 66 feet each. *Chiquihuite Bridge.*—On the 11th May last all the masonry of this bridge, consisting of one span of 110 feet, and two side spans of 60 feet each had been completed, and the ironwork was in course of erection. At the same date the masonry of the bridge over the Atoyac river of three spans of 100 feet each, was in an advanced state; and Mr. Buchanan believes that, with the force then and since employed, it must now be ready for the superstructure. The culverts are completed as far as the Atoyac river, a distance of 6¼ miles from Paso del Macho; and of the two short tunnels, of 140 and 320 feet in length respectively, on the 11th May, the east heading of the first tunnel had been driven 10 feet, and the west heading 20 feet, and the east heading of the second

tunnel had been driven 75 feet from the face, and the excavation carried down to formation level. The entire area of this tunnel has been taken out for a distance of 80 feet. *Earthworks.*—The earthworks for a distance of 5 miles from Paso del Macho to the first tunnel are completed, and for two miles farther they are in an advanced state. From Paso del Macho for 2 miles towards Chiquihuite the line is laid with cast iron sleepers, and has been properly lined up and surfaced. Several surveys have been carefully made, with the view of altering the course of the line, so as to secure a position for the Cordoba station nearer to that town than that originally proposed, in order to meet the wishes of the inhabitants; and a line has been selected by which this object will be accomplished without extra cost, and without involving sharper curves, but by increasing the gradient from 1 in 40 to 1 in 33. During the rainy season, which ends in September, it is not expected that rapid progress will be made in carrying out the earthworks, but the masonry and tunneling remaining to be done can be prosecuted with vigor.

Locomotives and Rolling Stock.—The following are the returns of the locomotives and rolling stock according to the reports furnished to me from the heads of these departments, dated 29th January, 1870, for the lower section, and 31st March, 1870, for the upper section: *Lower Section.*—11 locomotives and tenders in good condition, with the exception of one undergoing repair; 5 first-class carriages; 2 second-class carriages; 1 passenger break van; 47 covered goods wagons; 9 platform wagons; 24 ballast wagons. All the foregoing carriages and wagons are reported as in good condition. In addition to these, there were 81 French and 28 Belgium ballast wagons of the old original stock, which, being completely worn out, are now being broken up. *Upper Section.*—9 locomotives and tenders; 7 are in good working order: 1, an old American locomotive, requires thorough repair; and another is in the shop, having new tyres fitted on the tender wheels; 1 American "dummy" steam carriage: this is still running, but will shortly require a new boiler and other considerable repairs; 6 first-class carriages in good condition; 9 second class carriages; 14 third class carriages: ten of these are in good condition, one is being altered into a first-class carriage, and three are under repair; 2 passenger break vans in good condition; 88 covered wagons: all are in good condition except one, which has suffered from fire, and is under repair; 18 platform cars: three of these are without wheels at present, the rest are in good condition; 30 Pulque cars in good condition; 1 horsebox in good condition; 5 ballast wagons in ordinary condition.

Materials Shipped.—Bridge work, station, and telegraph materials, to the gross value of £10,670 6s. 8d., have been shipped during the past half-year, but as the contractors have not yet presented the invoices and bills of lading, I am at present unable to furnish the exact weights and quantities of each description of material.

DIRECTORS.—Robert Wigram Crawford, Esq., M. P., Chairman. William Barron, Esq.; George W. Campbell, Esq.; James H. Crawford, Esq.; Antonio Escandon, Esq.; Henry H. Gibbs, Esq.; Henry Goschen, Esq.; Joseph H. Gibbs, Esq.; J. Stewart Hodgson, Esq.; Louis Huth, Esq.; Thomas C. Sandars, Esq.

Caughnawa Ship Canal.

At a meeting of the stockholders in this company at Montreal, Canada, on the 18th inst., the following gentlemen were elected Directors for the ensuing year, viz:—Messrs. Benjamin P. Reed, D. N. Skillings, Benjamin P. Cheney, and Hon. Levi Underwood, United States; Hon. John Young, Messrs. John Pratt, Henry Hogan, Samuel W. Foster, and James R. Skead, Canada; and, at a subsequent meeting of the Directors, Hon. John Young was elected President, Hon. Levi Underwood, Vice President, and John Pratt, Treasurer.

Finances of the United States.

The following is a statement of the transactions of the United States Government from June 30, 1869, to June 30, 1870:

Net balance in Treasury June 30, 1869. \$155,680,340 85

NET RECEIPTS.

From customs. \$194,538,374 44
From internal revenue 184,899,756 49
From sales of public lands 3,350,481 76
From miscellaneous sources. 23,466,864 94
411,255,477 63

From excess in conversion, &c., over the redemption of bonds, Treasury notes and fractional currency 1,270,213 87

Total net receipts for 1870. \$568,206,032 85

NET EXPENDITURES.

For civil and miscellaneous. \$53,237,668 56
For War Department 57,655,675 40
For Navy Department 21,780,229 87
For Indians and pensions 31,748,140 32
For interest on public debt. 27,702,388 03
Total. \$292,124,052 18
For purchase of bonds for sinking fund. 126,579,508 57
\$418,703,560 75

Net balance in Treasury June 30, 1870 \$149,502,471 60
The above statement shows amt of bonds purchased for sinking fund, par value \$109,050,000 00
Amount premium and accrued interest 17,529,508 57
\$126,579,508 57

Net balance in Treasury June 30, 1869 \$155,680,340 85
Net balance in Treasury June 30, 1870 149,502,471 60
6,177,869 25
\$120,401,639 82

Also deduct the receipts from excess in conversion, &c., of bonds, notes and currency \$1,270,213 87

Actual gain in 1870 \$119,131,425 45

The above is a correct resume of the transactions of the Treasury for the fiscal year ending June 30, 1870, as appear from the official records of the Department.

WILLIAM A. RICHARDSON, Acting Sec'y.
Treasury Department, Aug. 20, 1870.

The La Ciede and Fort Scott railroad company has been organized to construct a railroad from Lebanon, Mo., a station on the South Pacific railroad, 187 miles from St. Louis, nearly due west through Buffalo, Bolivar, Stockton and Nevada City, Mo., to Fort Scott, Kan., a distance of 128 miles. A section from Fort Scott east to Nevada City, 19½ miles, and another from Lebanon 28 miles to Buffalo are in course of construction. The road will open a route from Fort Scott to St. Louis only 315 miles in length.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824	J. & J.	Jul '00	Hartford and New Haven. 100	3,200,000	J. A. J. & O.	July '70	Portl., Saco & Portsmouth. 100	\$1,500,000	J. & D.	Jun '70
American Central. 100	800,000	J. & J.	Jul '00	Hannibal and St. Joseph. 100	3,003,000	J. & J.	Aug '70	Providence & Worcester. 100	1,800,000	J. & J.	July '70
Atlanta and West Point. 100	1,232,300	J. & J.	Jan '70	Do. do. pref. 100	6,233,830	M. & N.	May '70	Raleigh and Gaston. 100	3,000,000	A. & O.	Apr '70
Atlantic & N. Carolina. 100	5,145,225			Hanover Branch, Pa. 50	116,850	J. & J.	July '70	Rensselaer and Saratoga. 100	3,000,000	A. & O.	Apr '70
Atlantic & Gt. Western. 100	25,879,923			Housatonic. 100	820,000	J. & J.	July '70	Richmond and Danville. 100	2,000,000		
Do. pref. 60	1,919,000			Huntingdon & B'd Top. 50	1,180,000	J. & J.	July '70	Richmond and Petersburg. 100	847,100		
Atlantic & St. Lawrence. 100	2,494,900	M. & S.	Mar '70	Indianapolis, Cin. & Lafayette. 100	25,278,710	F. & A.	Aug '70	Rich. Fred. and Potomac. 100	1,041,800		
Augusta and Savannah. 100	738,700	J. & O.	Jan '70	Jefferson, Mad. & Ind. 100	6,185,897	M. & S.	Sep '70	Rockport. 100	88,400		
Baltimore and Ohio. 100	18,157,982	A. & O.	Apr '70	Joliet and Chicago. 100	2,000,000	J. & J.	Jan '70	Rome, Watert. and Og'n. 100	2,400,000	J. & J.	July '70
Do. Washington Br. 100	2,800,000	F. & A.	Apr '70	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug '70	Rutland preferred. 100	2,300,000	F. & A.	Aug '69
Baltimore City Passenger. 100	1,250,000	A. & O.	Apr '68	Lakeview & Bloomer. 50	1,325,000	J. & J.	Jan '70	St. L. Alt. and T. Haute. 100	2,400,000	Annual.	June '69
Bay de Noquet & Marq. 100	996,350	J. A. J. & O.	July '70	Lehigh and Farmington. 50	2,158,668	J. & J.	Jan '70	St. L. Jack'nv. and Ohio. 100	1,468,429		
Belvidere Delaware. 100	600,000	J. & D.	Dec '69	Lehigh and Mahanoy. 50	2,158,668	J. & J.	Jan '70	Sansbury and Cincinnati. 100	2,089,900		
Berkshire. 50	250,000	M. & N.	May '70	Lehigh Valley. 50	1,731,400	M. & N.	May '70	Sand. Mansf. and Newark. 100	901,341	M. & N.	Nov '69
Blossburg & Corning. 50	13,725,100	J. & J.	July '70	Lehigh Valley. 50	1,731,400	J. A. J. & O.	Jul '70	Savannah and Charleston. 100	1,000,000		
Boston and Albany. 100	110,000	A. & O.	Apr '70	Little Miami. 50	3,672,400	J. & D.	Jan '70	Schuykill and Susquehanna. 50	1,269,150		
Boston and Chelsea. 100	459,600	M. & N.	May '70	Lomb. and South St. (Ph.). 25	2,616,100	J. & J.	Jan '70	Second and Third St. (Ph.). 50	203,757	J. & J.	July '70
Boston, Concord & Mont. 100	1,340,400	J. & J.	July '70	Louisville, Cin. and Lex. 50	8,000,000	F. M. A. N.	Aug '69	Schuykill Valley. 50	578,050	J. & J.	Jan '70
Do. pref. 100	1,891,500	J. & J.	July '70	Louisville and Nashville. 100	8,540,310	J. & J.	Jan '70	Seaboard and Roanoke. 100	868,200		
Boston and Lowell. 100	4,078,974	J. & J.	July '70	Louisville and Nashville. 100	8,540,310	F. & A.	Aug '70	Second Avenue (N. Y.). 50	670,000		
Boston and Providence. 100	3,840,000	J. & J.	July '70	Lowell and Lawrence. 100	200,000	A. & O.	Apr '70	17th & 19th streets (Ph.). 50	150,000		
Broadway (South Boston). 50	400,000	J. A. J. & O.	July '70	Lowell Horse. 100	55,830	J. & J.	July '70	Shamokin V. and Potters. 50	869,450	F. & A.	Feb '70
Broadway & 7th Av. (N. Y.). 100	1,000,000	F. M. A. N.	Nov '69	Macon and Western. 100	2,000,000	J. & J.	July '70	Shore Line. 100	656,500	J. & J.	Jan '70
Brooklyn City & New'n. 100	999,800	J. & J.	Jan '70	Mahanoy & B'd Mount. 50	1,676,918	M. & N.	May '70	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov '69
Buffalo, Bradford & Platts. 100	1,100,000	M. & N.	Nov '69	Maine Central. 100	1,611,500	J. & J.	Jan '70	South Carolina. 100	5,818,275		
Buff, New York & Erie. 100	6,000,000	F. & A.	Aug '69	Manchester & Lawrence. 100	1,000,000	M. & N.	May '70	South Shore. 100	3,939,900	F. & A.	Feb '70
Buffalo and Erie. 100	737,800	F. & A.	Aug '70	Marietta & Cincinnati. 50	3,029,778	M. & S.	Sep '69	Staten Island. 100	660,000	J. & J.	Jan '70
Cambridge Horse (Boston). 100	6,000,000	F. & A.	Aug '70	Memphis and Chicago. 100	4,460,368	M. & S.	Sep '69	Stony Brook. 100	267,500	M. & N.	May '70
Camden and Amboy. 100	600,000	J. & J.	July '70	Memphis and Ohio. 100	6,760,000	J. & J.	July '70	Steubenville and Indiana. 100	1,983,141		
Camden and Atlantic. 100	331,000	J. & J.	July '70	Metropolitan (Boston). 100	1,250,000	J. & J.	July '70	Stockbridge & Pittsfield. 100	448,700	F. & A.	Aug '70
Camden & Burlington Co. 100	221,928	J. & J.	July '70	Michigan Central. 100	11,197,348	J. & J.	July '70	Summit Branch. 50	250,000		
Cape Cod. 50	447,000	J. & J.	July '70	Middlesex (Boston). 100	400,000	A. & O.	Apr '70	Syr., Bingham. and N. Y. 100	1,314,130		
Cape May and Millville. 50	1,150,000	J. & J.	June '70	Mill Creek and Minehill. 50	323,376	J. & J.	Jan '70	Taunton Branch. 100	250,000	J. & D.	Jun '70
Catawissa. 50	2,200,000	M. & N.	May '70	Millville and Glassboro. 100	405,020	F. & A.	Feb '70	Tennessee and Alabama. 100	595,922		
Catawissa, pref. 50	589,110	J. & J.	July '70	Milw. & Prairie du Chien. 100	7,665,104	J. & J.	Feb '70	Terre Haute and Indiana. 50	1,983,150	J. & J.	July '70
Cayuga & Susquehanna. 50	765,000	M. & N.	May '70	Milw. & St. Paul. 100	9,744,610	J. & J.	Feb '70	Third Avenue (N. Y.). 50	1,750,000	J. & J.	Nov '69
Cedar Rapids & Mo. pref. 100	4,068,900	J. & J.	Jan '70	M. Hill & Schuykill Haven. 50	2,776,400	J. & J.	Jul '70	Thirteenth and Fif. (Ph.). 50	2,700,000		
Central of Georgia. 100	15,000,000	J. & J.	July '70	Mobile and Ohio. 100	7,780,100	J. & D.	Dec '69	Tol., Peoria and Warsaw. 100	1,700,000		
Central of New Jersey. 100	2,600,000	J. & D.	June '70	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec '69	" (E. D.) pref. 100	1,000,000	January,	1870, 114s
Central Ohio. 100	400,000	J. & D.	June '70	Mt. Carbon & P. Carbon. 50	282,530	M. & N.	May '70	" (W. D.) pref. 100	1,300,000		
Do. pref. 100	970,000	J. A. J. & O.	Oct '69	Nashua and Lowell. 100	720,000	J. & J.	July '70	Tol. Wabash and West. 100	1,700,000	M. & N.	May '70
Con. Park, N. & E. River. 100	880,000	J. & J.	July '70	Nashville & Chattanooga. 100	2,066,644	F. & A.	Feb '70	Troy and Boston. 100	607,111	J. & D.	Jun '70
Ohemung. 100	2,017,825	J. & J.	July '70	Naugatuck. 100	1,426,400	J. & J.	Feb '70	Troy and Greenbus. 100	274,400		
Ohio, preferred. 100	5,141,800	M. & S.	Sep '70	New Bedford & Taunton. 100	738,588	J. & J.	Jul '70	Union Transport'n (Bos.). 100	200,000		
Ohio and Akron. 100	2,428,400	M. & S.	Mar '70	New Haven & N. London. 100	1,244,000	J. & J.	Jan '70	Union (Phila.). 50	291,475	J. & J.	July '70
Chicago, Bari. & Quincy. 50	13,828,025	J. & J.	July '70	New Jersey & Northampton. 100	6,250,000	F. & A.	Jan '70	Utica and Black River. 100	824,000	J. & J.	Jan '70
Chicago, Iowa & Nebraska. 100	2,227,000	J. & D.	Dec '69	New London Northern. 100	585,000	F. & A.	Jul '70	Vermont and Canada. 100	2,500,000	J. & D.	June '70
Chicago and Milwaukee. 100	14,590,182	J. & D.	June '70	N. Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr '70	Vermont Central. 100	6,000,000		
Chicago & N. Western. 100	15,159,097	A. & O.	Apr '70	" Certificates. 100	21,491,450	A. & O.	Aug '69	Vermont and Massachusetts. 100	2,800,000	J. & J.	July '70
Ohio, R. I. & Pacific. 100	16,000,000	A. & O.	Apr '70	" old int. cer. 100	2,528,000	J. & J.	Jul '70	Vicksburg and Meridian. 100	387,400		
Ohn, Ham. & Dayton. 100	3,600,000	J. & J.	Jan '70	New York and Harlem. 50	1,600,000	J. & J.	Jul '70	Virginia Central. 100	2,355,679		
Cincinnati City Passenger. 100	1,000,000	J. & J.	Jan '70	New York & New Haven. 100	1,600,000	J. & J.	Jul '70	Virginia and Tennessee. 100	2,506,300		
Do. pref. 50	392,073	M. & N.	Nov '69	N. Y. Provid. & Boston. 100	9,000,000	J. & J.	Jul '70	Western Union. 100	4,707,693		
Cin. Sand. & Cleve. pref. 50	192,750	J. & J.	Jul '70	Niag. Bridge & Cananda. 100	2,000,000	J. & J.	Jan '70	West Jersey. 50	1,209,000	F. & A.	Aug '70
Citizens' Passenger (Phila.). 50	10,450,000	F. & A.	Aug '70	Ninth Avenue. 100	1,000,000	J. & J.	Jan '70	West Philadelphia. 50	249,100	J. & J.	July '70
Clev. Col. Cin. & Ind. 100	2,056,400	M. & N.	May '70	Norfolk & Peters'g guar. 100	797,400	J. & J.	Jan '70	Wilm. and Weldon. 100	1,463,775	J. & J.	July '70
Cleveland & Mahoning. 50	9,958,775	J. A. J. & O.	Aug '70	North Carolina. 100	137,500	J. & J.	Jan '70	Winchester and Potomac. 100	1,647,650		
Cleveland and Toledo. 50	6,000,000	F. & A.	Feb '70	Northern Central. 100	4,000,000	M. & N.	May '70	Worcester and Nashua. 75	1,522,500	J. & J.	Jul '70
Cleveland and Toledo. 50	6,000,000	J. & J.	Jan '70	North Eastern (S. O.) pref. 100	5,000,000	J. & D.	June '70				
Col. Ohl. & Indiana Cen. 100	10,480,900	J. & D.	June '70	Northern of N. Hampsh. 100	8,065,400	J. & J.	Jan '70				
Col. and Xenia. 50	1,788,200	M. & N.	May '70	Northern of N. Hampsh. 100	3,150,150	J. & J.	Jan '70				
Columbus and Xenia. 50	1,500,000	J. & J.	Jan '70	Norwich & Worcester. 100	2,368,600	J. & J.	Aug '70				
Concord. 100	250,000	J. & J.	Jan '70	Ogdens & L. Champ'n. 100	3,040,900	J. & J.	Jul '70				
Concord & Portland. 100	600,000	J. & J.	Jan '70	Ohio and Mississippi. 100	20,000,000	A. & O.	Apr '70				
Conn. & Passaic. Rivers. 100	139,000	F. & A.	Aug '70	Oil Creek & Allegheny R. 50	5,500,000	J. & D.	Jun '70				
Do. pref. 100	1,822,100	J. & J.	Jan '70	Old Colony & Newport. 100	4,848,320	J. & J.	Jul '70				
Connecticut River. 100	1,700,000	A. & O.	Apr '70	Orange and Newark. 100	281,550	F. & A.	Aug '69				
Cumberland Valley. 100	1,316,000	J. & J.	Jan '70	Pacific of Missouri. 100	361,515	J. A. J. & O.	Jul '70				
Danbury and New'n. 100	400,000	J. & J.	Jan '70	Panama. 100	7,000,000	J. & J.	Jul '70				
Dayton and Michigan. 100	2,390,646	J. & J.	Jan '70	Paterson and Ramapo. 100	248,500	J. & J.	Jul '70				
Delaware. 50	594,260	J. & J.	Jan '70	Paterson and Hudson River. 100	630,000	J. & J.	Jul '70				
Del. Lackaw. & Western. 50	13,386,020	J. & J.	Jan '70	Pennsylvania. 100	21,045,750	M. & N.	May '70				
Des Moines Valley. 100	1,820,200	J. & J.	Jan '70	Peoria & Bureau Valley. 100	1,300,000	J. & J.	Feb '70				
Des Moines Valley. 100	1,820,200	J. & J.	Jan '70	Peoria and Hannibal. 100	600,000	J. & J.	Feb '70				
Detroit & Milwaukee. 100	452,350	Annual	Dec '69	Philadelphia and Erie. 50	8,004,200	J. & J.	Jan '70				
Do. pref. 100	2,095,000	J. & J.	Jan '70	Philadelphia and Reading. 50	2,400,000	J. & J.	Jan '70				
D. Dock, E. B'dw. & Bat. 100	1,200,000	F. & A.	Aug '70	Do. Do. preferred. 50	28,280,350	J. & J.	Jul '70				
Dubuque and Blount City. 100	1,075,641	J. & J.	Jan '70	Phila. Germant'n & Nort'n. 50	1,635,560	A. & O.	Apr '70				
Do. pref. 100	1,987,351	J. & J.	Jan '70	Phila. and Trenton. 100	1,259,120	F. & A.	Aug '70				
East Mahanoy. 50	392,550	J. & J.	Jan '70	Phila. Wil. & Balt. 100	9,068,300	J. & J.	Jan '70				
Eastern (Mass.). 100	3,883,800	J. & J.	Jan '70	Philadelphia City. 50	100,000	J. & J.	Jan '70				
Eastern (N. H.). 100	492,500	J. & J.	Jan '70	Philadelphia and Darby. 50	100,000	J. & J.	Jan '70				
East Pennsylvania. 50	654,600	J. & J.	Jan '70	Phila. and Grey's Ferry. 25	217,697	J. & J.	Jan '70				
East Tenn. and Virginia. 100	1,290,087	Annual	Dec '69	Pittsfield and N. Adams. 100	499,000	J. A. J. & O.	Apr '70				
East Tenn. and Virginia. 100	1,290,087	J. & J.	Jan '70	Portland and Kennebec. 100	822,200	J. & J.	Jan '70				
Eighth Avenue (N. Y.). 100	1,000,000	J. & J.	Jan '70								
Elm. Jeddah & Canand. 100	600,000	M. & N.	Nov '69								
Elmira & Williamsport. 50	600,000	F. & A.	Feb '70								
Do. pref. 50	600,000	J. & J.	Feb '70								
Erie Railway. 100	70,000,000	Annual	Dec '69								
Do. pref. 100	8,638,910	J. & J.	Jan '70								
Erie & Pittsburgh. 100	962,900	J. & J.	Jan '70								
Evansville & Crawford. 100	1,143										

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	51,831	60,020	61,396	81,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,571	1,421,525
1868.....	64,463	86,937	81,396	96,481	106,835	164,720	259,590	251,832	282,770	296,422	256,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	582,657	611,864	609,788	679,642	635,366	410,000	5,611,599
1870.....	331,568	313,325	383,799	521,056	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863.....	109,550	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,796
1864.....	100,991	154,418	195,003	162,723	178,786	206,090	224,257	312,165	354,554	320,870	307,803	252,015	2,770,454
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,019	236,824	3,840,092
1866.....	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	323,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	305,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	304,828	393,648	331,149	345,550	391,085	353,736	501,667	501,259	463,109	403,691	348,995	4,682,565
1870.....	233,978	323,825	344,366	334,653	395,044	411,986	421,485	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,987	139,142	160,306	210,729	216,030	196,435	201,134	1,950,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,613	444,024	566,403	599,549	442,275	377,053	4,358,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869.....	353,219	368,208	398,640	388,366	449,632	523,541	455,607	632,652	736,555	546,156	479,236	393,468	5,681,109
1870.....	401,275	449,655	503,393	443,300	507,900	529,512	463,400	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,987	139,142	160,306	210,729	216,030	196,435	201,134	1,950,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,613	444,024	566,403	599,549	442,275	377,053	4,358,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869.....	353,219	368,208	398,640	388,366	449,632	523,541	455,607	632,652	736,555	546,156	479,236	393,468	5,681,109
1870.....	401,275	449,655	503,393	443,300	507,900	529,512	463,400	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1863.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	250,061	2,918,342
1864.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,956
1870.....	201,500	218,600	244,161	246,046	250,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	100,130	236,637	181,084	191,648	206,246	269,282	261,079	362,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	499,762	423,797	406,378	510,100	423,578	640,179	799,236	661,291	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,698	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,151,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	584,066	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,510	613,329	7,180,992
1868.....	587,446	536,165	444,443	518,800	572,551	620,249	549,714	794,325	889,967	931,530	685,401	651,041	7,817,622
1869.....	659,139	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	654,587	663,391	614,374	597,571	665,253	759,215	645,768	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,204,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864.....	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,984	411,806	4,120,152
1865.....	363,996	366,361	412,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	496,072	351,799	4,826,727
1866.....	277,234	412,715	412,974	384,684	384,684	384,684	384,684	429,177	429,177	429,177	429,177	362,218	4,650,328
1867.....	305,867	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868.....	362,021	338,335	378,735	452,429	399,300	365,117	305,502	437,600	521,826	543,886	456,399	437,503	4,931,158
1869.....	1,006,998*	880,503*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,726*	1,279,602*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,704	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,693	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,116
1867.....	304,095	283,661	375,210	382,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	312,013	392,942	456,973	511,820	410,826	309,671	4,609,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,560	353,569	473,546	490,772	448,419	374,542	4,744,104
1870.....	337,992	329,128	380,430	412,030	403,283	363,187	326,591	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868.....	368,228	321,203	333,508	436,412	565,718	468,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,177,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	585,531	525,547	724,732	1,040,102	801,195	466,561	7,250,669
1870.....	396,171	382,823	377,000	443,132	730,700	755,737	636,434	.....	.....	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870.....	213,101	196,207	289,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	300,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	93	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	90
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.5	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....	....	....	....	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....	Central of Georgia:						
Androscoggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7*	7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	103
1st Mortgage (Pennsylvania).....	7*	7*	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	100 1/2
1st Mortgage (Ohio).....	6,000,000	7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7*	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84 1/2
1st Mortgage (Buffalo Extension)	7*	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7*	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	25,010,000	6*	Jan. & July.	New York.	1895	88
2d Mortgage (New York).....	7*	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1883	107
2d Mortgage (Pennsylvania).....	3,000,000	7*	Jan. & July.	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104 1/2
2d Mortgage (Ohio).....	7*	7*	Jan. & July.	"	1883	....	National Loan.....	25,010,000	6	"	"	1895	....
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000	—	& —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	6*	May & Nov.	New York.	1900	90	
Portland City Loan (sfg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	99 1/2	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91 1/2
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	"	"	1880	94	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	93	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	93 1/2
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belleville:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belleville and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83 1/2	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....	...	7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee, (45 m.)ls.						
Boston and Albany:							1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	93 1/2
Sterling Loan.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage.....	1,249,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg.							Funded Coupons.....	755,000	7	May & Nov.	"	1883	95
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1886	93
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99 1/2	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	6	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89 1/2	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	'91-'95	89 1/2
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,375,000	10	May & Nov.	"	1882	...
1st Mortgage (new) for \$20,000,000	...	7	Jan. & July.	"	1899	20 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,019,000	7	Feb. & Aug.	"	1882	96
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	...	1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	"	1898	90
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	90
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	96
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	90
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	83	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	89 1/2	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan & July.	"	1870	....	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	92½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91	3d Mortgage.....	6,000,000	7	" "	" "	1883	89
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	88½
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	" "	1888	79½
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,016,000	7	Jan. & July.	" "	1885	103½	Sterling Loan \$800,000.....	4,844,444	6*	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.)....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	82½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	66	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	292,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" & "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	76-77	100	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	92
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Gorgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-76	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
Danbury and Norwalk:							3d Preference Bonds.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4*	" "	" "	18—	
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,453,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$373,688.....	2,782,387	6*	" & "	Ottawa.	73-76	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds \$615,200.....	2,983,720	6*	" & "	London.	77-78	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds \$547,000.....	2,652,950	5*	" & "	" "	77-78	
Dayton and Union:							Stock Debentures \$48,700.....	226,500	5*	" & "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							2d Mortgage (General).....	1,455,000	7	" "	" "	1888	86½
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	81
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105½
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	800,000	8	" "	" "	1874	103
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	100	Ten per cent. Loan.....	1,000,000	10	" & "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	93½	1st Mort. (Guiney and Palmyra)	500,000	8	" & "	" "	18—	
2d Mort. (General) for \$2,600,000.	1,933,000	7	March & Sept.	" "	1881	94	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	108½
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	625,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,113	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)	1,861,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.I.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	102
1st Mortgage (construction).....	660,000	7	" "	" "	1884		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,080	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,187,500	7	April & Oct.	New York.	1875	110
East Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	
1st Mortgage, Sinking Fund.....	504,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	72
East Tennessee and Virginia:							2d Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	8	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1888	
3d Mortgage, convertible.....	733,000	6	Feb. & Aug.	Boston.	1874	97½	Jackson, Lansing and Saginaw:						
1st Mortgage (Essex Railroad)...	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	90½	Jeffersonville (J. M. & L.):						
Edgfield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian.:						
Shiloh and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	96	Joliet and Chicago:						
Income Bonds.....	670,000	5	April & Oct.	" "	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Corvinton & Lexington.)	\$128,000	7	" & "	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	" & "	"	1883	....	1st Mortgage, Sterling.....	1,689,800	6	Jan. & July.	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	" & "	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	556,421	8	"	Mobile.	1897	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....				Mobile.	1892	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Bufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	93
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	89	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	97	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....		Newburg & New York (Oct. 1, '68):	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	New Bedford and Taunton:						
Long Island:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	New Brunswick and Canada:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	Newcastle and Beaver Valley:						
Louisville, Cinclin. and Lexington:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage for \$3,000,000.....	2,623,000	7	Jan. & July.	New York.	1897	....	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mort. (Hamps. & Hampd.)...	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardonia Branch.	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'76-'87	93
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	N. Orleans, Jackson & Gt. North.						
Louisville, N. Albany & Chicago:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
1st Mort., New Albany & Salem	2,235,000	6	"	New York.	1892	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
Macon and Brunswick:							N. Orleans, Opelousas & Gt. Wm:						
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	[New York.	1883	91
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	"	"	1883	87
Marietta and Cincinnati:							Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	130
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	74	New York and Flushing:						
Scioto and Hocking Valley.....	300,000	7	"	"	1898	....	1st Mortgage.....	125,000	7	"	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'72-'78	96
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
Michigan Southern and North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	93	North Missouri:						
2d Mortgage.....	2,693,000	7	"	"	1877	93	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	86
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Milwaukee & Chicago, (40 miles)							Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	100
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	276,500	7	"	"	18—	96
3d Mortgage, (" " ")	10,500	7	June & Dec.	"	1893	....	North Shore, L. I.:						
Milwaukee and St. Paul:							1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	93	Northern Central:						
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	102	2d Mortgage, Sinking Fund.....	2,600,000	6	Jan. & July.	"	1885	93
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	90	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	88
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	86	Consol. Mort. for \$6,000,000.....	1,874,000	6*	Jan. & July.	"	1900	96
Mississippi Central:							Northern New Hampshire:						
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Company Bonds of 1854.....	120,600	8	April & Oct.	Boston.	1874	99
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Northern New Jersey:						
Mississippi and Tennessee:							1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	North Western Virginia:						
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	2d Mortgage (B. & O. R. R. Co.)	453,500	6	Jan. & July.	Baltimore.	1873	93
Mobile and Girard:							3d Mortgage (B. & O. R. R. Co.)	146,000	....			1886	81
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$500,000.....		8			1887	....	Consolidated Bonds.....	300,000	6	"	"	1896	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101½
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	100½
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	97	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	860,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	88	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	93½
Consolidated Mort. sterling.....	85,420	...	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1876	....
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	163,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	80	Plattsburgh and Sacramento						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95½	2d Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	95½	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	108	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,180,500	6	Jan. & July.	"	1875	76	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84
3d Mort. " " "	675,500	8	May & Nov.	Richmond.	1873	86	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	77	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	77½	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Osage Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O..	350,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76½
2d Mortgage.....	376,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	96½	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	96½	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97½	Consolidated, coupon.....	1,295,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	78½
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rich., Frederickburg & Potomac:						
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
3d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877	....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'60-'76	....
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½	Rockford, R. Island & St. Louis:						
2d Mort. (Harrisb. to Pittsb.)	2,594,000	6	April & Oct.	"	1875	102½	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d Mort. etc.	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	"	Philadelphia.	18—	92½	1st Mort. (Potdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74	....
Pennacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage (" " ").....	500,000	7	"	"	1882	90½
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	98
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	103	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	75
1st Mortgage (General).....	5,000,000	6	"	"	1881	92½	St. Louis and Iron Mountain.....						
2d Mortgage.....	4,000,000	6	"	"	1901	85½	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	86
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	88	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	92½
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1866-43-44-45 and 49..	2,497,800	6	"	"	1880	94½	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1867, convertible.....	171,500	6	"	"	1886	100	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....
Bonds of 1868, Sterling.....	182,400	6*	"	London.	1886	St. Paul and Chicago:						
Bonds of 1868, Sterling, conv.....	288												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct	Philadelphia.	1890	...
Selma and Meridian:							" " 2d class...	850,000	7	or	"	1890	...
1st Mortgage.....	79,873	...	— & —	— & —	...	...	" " 3d class...	154,000	7	Jan. & Jul.	"	1890	...
2d Mortgage.....	52,000	...	— & —	— & —	...	...	" " 4th class...	1,263,000	7		"	1890	...
3d Mortgage.....	665,000	...	— & —	— & —	...	...	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	88½
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	...	2d Mortgage.....	23,500	6	" "	"	1868	74½
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	"	1864	...	3d Mortgage (Enlarged).....	990,000	6	" "	"	1884	66½
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	...	Income Bonds.....	138,500	6	" "	"	1865	...
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" "	"	1890	84½
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	...
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	...
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	1st Mort. Land Grant, etc. conv	1,000,000	7	Jan. & July.	London.	1884	...
2d Mortgage.....	260,000	6	" "	"	1876	...	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	...	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	...
South Carolina:							West Jersey:						
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1883 for \$400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds £59,031½.....	262,366	5*	" "	Charleston.	'71-'85	...	Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.	"	1896	...
Domestic Bonds.....	418,016	6	" "	"	'73-'74	...	Western (Boston and Albany).						
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	...	Sterling Loans, £899,900.....	2,061,520	5*	April & Oct.	London.	'69-'71	...
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	...	Dollar Bonds.....	798,000	6	" "	Boston.	1875	102½
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889	...	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
South Shore:							1st Mortgage unendorsed.....	400,000	6	" "	"	1890	78
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	" "	"	1890	88
South Side, Va.:							2d M. for \$300,000, end. by W.Co.	300,000	6	" "	"	1890	82
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	...	Western Pennsylvania:						
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	...	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
4th Mortgage.....	317,000	6	" "	"	'70-'72	...	Western Union:						
Consol. Mortgage.....		8	" "	New York.	'84-'90	...	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	...
South Side, L. I.:							Whitehall and Plattsburg:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	...
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Southern Minnesota:							1st Mortgage guar. by State.....		8	" "	"	1897	64½
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	...	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	...
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	2d Mortgage, 2d pref.....	146,000	7	" "	"	1886	...
Staten Island:							1st Mortgage, 3d pref.....	528,000	7	" "	"	1886	...
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	2d Mortgage.....	80,000	7	May & Nov.	"	1873	...
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	...
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	93
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	...	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	3d Mortgage.....	500,000	6	" "	"	1877	...
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed.....	4,375,000	6*	" "	London.	1890	...
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,099,500	6	Jan. & July.	Baltimore.	1885	...
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84½	Delaware Division:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83½	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	...	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	...
1st Mort. (To. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	91½	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	"	1890	...	Delaware and Raritan (See Cam						
2d Mort. (To. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	94½	den and						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	"	1871	...	Erie of Pennsylvania:						
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" "	"	1883	79½	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	...
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	81	Interest Bonds.....	161,960	7	" "	"	18—	...
Troy and Boston:							Illinois and Michigan:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	Ill. State bonds, sterling, reg.....	500,967	6*	" "	"	1870	...
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	Ill. State bonds, etc. coup. & reg.	32,700	6*	" "	New York.	1870	...
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Mortgage, guaranteed.....	360,000	6	" "	"	1878	...	2d Loan.....	5,606,122	6	" "	"	1884	84
Union Pacific:							3d Loan.....	2,000,000	6	" "	"	1897	...
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	81½	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	88½
2d Mortgage (Gov. subsidy).....	27,951,000	6	" "	"	'95-'99	72	Convertible Loan.....	1,201,850	6	" "	"	1877	78½
Land Grant bonds for 16,000,000	7,584,000	7	April & Oct.	N.Y. & Boston	'87-'89	75½	Monongahela Navigation:						
Income bonds.....	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	...	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	...
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" "	"	18—	...
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" "	"	1876	75
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Boat Loan.....	232,087	6	" "	"	1885	80
2d Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	...	North Branch:						
1st Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	...	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	...
2d Mortgage (Gov. subsidy).....	600,000	7	May & Nov.	"	1896	...	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	391,000	7	March & Sept.	"	'71-'76	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p. m.....	4,273,350	7	June 1, '71.	"	1916	...	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	72
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" "	Philadelphia.	1891	39½	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	...
Equip. Loan (Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103½	Coupon Bonds.....	1,250,000	6	" "	Baltimore.	1878	46
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" "	"	1894	...
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	9½	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	7½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880	...	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" "	Boston.	1880	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	...
3d Mortgage.....	293,200	7	" "	New York.	1859	...	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertained." Land Grant Railroads are distinguished by a "G."

Year ending	Railroad			Rolling Stock			Property and Assets			Abstract of General Balance Sheet					Operations			Earnings			Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engines.			Cars.			Freight.			Net			Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

Dec. 31, 1868	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Jan. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Feb. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Mar. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Apr. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
May 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Jun. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Jul. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Aug. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Sept. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Oct. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Nov. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79
Dec. 31, 1869	340.6	49.9	70.8	83	47	22	1,774,846	539,450	1,192,000	2,022,000	306,546	242,002	390.3	2,177,407	646,377	628,556	824,449	7	1,000	79

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "y."

Years ending		Railroad		Rolling Stock		Property and Assets		Abstract of General Balance Sheet				Operations		Earnings		Value of Shares								
		Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Pass.	Freight.	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	P.c.
Jan. 30, 1898	37.0		20.116.0		84	2	1	26	Lake Erie and Louisville	1,000,000	986,037	1,211,700	500,000	9,000	29,006	37.0	29,000	22,781	46,038	1,078	1,078	100	100	100
Jun. 30, 1898	95.5		55.0		241	68	31	2,063	Lake Shore (C. P. & A.)	4,000,536	7,767,845	8,947,550	2,500,000	416,652	1,000	95.5	2,400,864	22,781	5,003,618	1,374,910	1,374,910	100	100	100
Oct. 31, 1898	540.0	405.2	229.9		53	13	83	2,871	Lake Shore and Michigan Southern	11,181,397	17,677,845	18,000,000	2,500,000	416,652	1,000	540.0	2,400,864	22,781	12,000,000	3,000,000	3,000,000	100	100	100
Oct. 31, 1898	30.3	61.0			135	30	13	5,958	Lehigh and Susquehanna	13,851,241	4,908,418	16,000,000	4,000,000	1,943,130	1,000	30.3	2,400,864	22,781	1,000,000	749,900	749,900	100	100	100
Nov. 30, 1898	16.9	6.6	0.6		2	2	2	10	Lexington and Big Sandy	250,198	32,950	241,300	241,300	42,000	1,000	16.9	2,400,864	22,781	4,908,418	1,943,130	1,943,130	100	100	100
Dec. 31, 1898	12.0	0.8			137	10	137	Lexington and Big Sandy	250,198	32,950	241,300	241,300	42,000	1,000	12.0	2,400,864	22,781	4,908,418	1,943,130	1,943,130	100	100	100	
Jan. 30, 1899	28.0		2.7		45	40	24	723	Little Miami	8,774,757	961,515	3,572,400	1,580,000	113,560	29,006	28.0	2,400,864	22,781	8,774,757	961,515	961,515	100	100	100
Jun. 30, 1899	84.2		40.0		2	10	9	234	Long Branch and Sea Shore	1,148,383	1,148,383	2,043,400	700,500	1,148,383	1,000	84.2	2,400,864	22,781	1,148,383	1,148,383	1,148,383	100	100	100
Oct. 31, 1899	18.8	3.0	24.7		2	10	9	234	Long Branch and Sea Shore	1,148,383	1,148,383	2,043,400	700,500	1,148,383	1,000	18.8	2,400,864	22,781	1,148,383	1,148,383	1,148,383	100	100	100
Dec. 31, 1899	9.0		22.0		2	10	9	234	Long Branch and Sea Shore	1,148,383	1,148,383	2,043,400	700,500	1,148,383	1,000	9.0	2,400,864	22,781	1,148,383	1,148,383	1,148,383	100	100	100
Jan. 30, 1900	6.4	81.0	8.2		26	22	14	473	Louisville, Cincinnati and Lexington	1,532,646	85,420	3,000,000	1,000,000	1,000,000	1,000	6.4	2,400,864	22,781	1,532,646	85,420	85,420	100	100	100
Jun. 30, 1900	65.0		32.7		69	45	23	745	Louisville and Frankfort	1,532,646	85,420	3,000,000	1,000,000	1,000,000	1,000	65.0	2,400,864	22,781	1,532,646	85,420	85,420	100	100	100
Nov. 30, 1900	185.0	103.2	32.7		2	3	1	20	Louisville and Frankfort	1,532,646	85,420	3,000,000	1,000,000	1,000,000	1,000	185.0	2,400,864	22,781	1,532,646	85,420	85,420	100	100	100
Dec. 31, 1900	12.4		11.0		3	3	1	20	Louisville and Frankfort	1,532,646	85,420	3,000,000	1,000,000	1,000,000	1,000	12.4	2,400,864	22,781	1,532,646	85,420	85,420	100	100	100
Jan. 30, 1901	14.0		10.0		3	3	1	20	Louisville and Frankfort	1,532,646	85,420	3,000,000	1,000,000	1,000,000	1,000	14.0	2,400,864	22,781	1,532,646	85,420	85,420	100	100	100
Jun. 30, 1901	102.0		10.0		17	8	298	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	102.0	2,400,864	22,781	600,000	67,700	67,700	100	100	100	
Oct. 31, 1901	10.0		300.0		52	21	13	645	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	10.0	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Jan. 30, 1902	34.2		7.0		55	24	28	606	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	34.2	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Jun. 30, 1902	12.7	26.7	24.5		14	21	7	273	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	12.7	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Oct. 31, 1902	102.8		8.2		23	0			McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	102.8	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Dec. 31, 1902	22.4		8.2		23	0			McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	22.4	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Jan. 30, 1903	19.0		10.0		52	21	13	645	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	19.0	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Jun. 30, 1903	32.0		22.0		55	24	28	606	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	32.0	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Oct. 31, 1903	27.0		19.0		55	24	28	606	McDonough and Western	600,000	30,275	20,000	600,000	67,700	1,523	27.0	2,400,864	22,781	600,000	67,700	67,700	100	100	100
Dec. 31, 1903	82.6		3.1		100	85	27	1,809	Michigan Central	3,500,000	1,951,958	1,074,580	2,000,000	483,538	800,034	82.6	2,400,864	22,781	3,500,000	1,951,958	1,951,958	100	100	100
Jan. 30, 1904	284.8		39.1		101	94	22	1,576	Michigan Central	3,500,000	1,951,958	1,074,580	2,000,000	483,538	800,034	284.8	2,400,864	22,781	3,500,000	1,951,958	1,951,958	100	100	100
Jun. 30, 1904	48.4		70.6		101	94	22	1,576	Michigan Central	3,500,000	1,951,958	1,074,580	2,000,000	483,538	800,034	48.4	2,400,864	22,781	3,500,000	1,951,958	1,951,958	100	100	100
Oct. 31, 1904	13.0		1.0		124	73	41	2,229	Milwaukee and New Brunswick	1,091,918	35,570,772	17,409,373	17,133,500	14,168	1,091,918	13.0	2,400,864	22,781	1,091,918	35,570,772	35,570,772	100	100	100
Dec. 31, 1904	6.6		740.0		4	3	2	40	Milwaukee and New Brunswick	1,091,918	35,570,772	17,409,373	17,133,500	14,168	1,091,918	6.6	2,400,864	22,781	1,091,918	35,570,772	35,570,772	100	100	100
Jan. 30, 1905	24.5		58.8		4	3	2	40	Milwaukee and New Brunswick	1,091,918	35,570,772	17,409,373	17,133,500	14,168	1,091,918	24.5	2,400,864	22,781	1,091,918	35,570,772	35,570,772	100	100	100
Jun. 30, 1905	33.0		10.0		26	17	9	257	Mississippi and Tennessee	1,250,000	778,381	2,044,750	2,000,000	505,702	150,334	33.0	2,400,864	22,781	1,250,000	778,381	778,381	100	100	100
Oct. 31, 1905	23.0		13.0		14	10	4	93	Mississippi and Tennessee	1,250,000	778,381	2,044,750	2,000,000	505,702	150,334	23.0	2,400,864	22,781	1,250,000	778,381	778,381	100	100	100
Dec. 31, 1905	99.2		4.0		67	10	4	93	Mississippi and Tennessee	1,250,000	778,381	2,044,750	2,000,000	505,702	150,334	99.2	2,400,864	22,781	1,250,000	778,381	778,381	100	100	100
Jan. 30, 1906	65.5		14.5		71	32	10	945	Mobile and Girard	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	65.5	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Jun. 30, 1906	22.0		1.3		53	0	2	24	Montgomery and Eufala	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	22.0	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Oct. 31, 1906	28.4		6.3		53	0	2	24	Montgomery and Eufala	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	28.4	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Dec. 31, 1906	84.0		5.0		53	0	2	24	Montgomery and Eufala	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	84.0	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Jan. 30, 1907	151.0		22.0		53	0	2	24	Nashua and Lowell	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	151.0	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Jun. 30, 1907	120.0		12.5		53	0	2	24	Nashua and Lowell	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	1,630,157	120.0	2,400,864	22,781	1,630,157	1,630,157	1,630,157	100	100	100
Oct. 31, 1907	57.0		8.4		53	0	2	24	Nashua and Lowell	1,630,157	1,630,157	1,630,157	1,630,157	1,6										

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.				Value of Shares.	
Railroad.				Accounts and Cash.				Par.	
Rolling Stock.				Stocks.				p.c.	
Assets.				Bonds.				Market.	
Accounts and Cash.				Accounts.				Surplus Income.	
Railroad Operated.				Trains Moved.				Freight.	
Carried one mile.				Passengers.				Gross.	
Earnings.				Net.				Dividenda.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
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Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
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Main Line.				Branch Line.				2d Track and Sidings.	
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B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.				2d Track and Sidings.	
Engines.				Cars.				Freight.	
B. M. E.				Freight.				Freight.	
Main Line.				Branch Line.					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length equity, single track	Horses & dummies.	Ovrs.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out-put-stand- ing.	Inter-est Rate.	Pay-able.	Prin- cipal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,917	21,467		100	100	Albany: 1st Mortgage	40,000	7	J. & J.	18	....
Nov. 30, '69	1.05			Albany st. Freight (B'ton). Mass.	49,749	150,000		4,377	3,404	Loss.		100	100	Bleeker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372		100	100	Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	1,702,725	900,000	694,000	23,300	480,046	83,267		100	100	Broadway and 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Sept. 30, '69	22.00	400	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			334,039	83,267		100	100	Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18	....
Nov. 30, '69	2.56			Boston and Chelsea.....Mass.	41,000	41,000			8,800	61		100	100	Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Nov. 30, '69	3.06	185	46	Boston & West Roxbury. Mass.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Sept. 30, '69	16.00	775	103	B'way & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N.	1878	....
Sept. 30, '69	7.00			Brooklyn, Bath & Coney I. N.Y.	179,789	100,000	80,000		30,153	Loss.		100	100	Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18	....
Sept. 30, '69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	Buffalo street: 1st Mortgage	316,000	7	J. & D.	1881	....
Sept. 30, '69	11.00	178	37	Brooklyn City & Newtown N.Y.	600,000	590,000	4,000	34,438	134,615	21,999		100	100	Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1888	924	
Sept. 30, '69	19.25	22	8	B'klyn. Prosp. P. & Flatb. N.Y.	537,944	261,400	275,000		72,720	5,718		100	100	Central Park, N. & E. River: 1st Mortgage	626,000	7	J. & J.	1874	....
Sept. 30, '69	4.50	180	51	B'klyn Flatb. & Coney Isl. N.Y.		10,000	100,000	(Not in operation.)				100	100	Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Sept. 30, '69	15.50	180	51	Buffalo street.....N.Y.	327,061	50,300	316,500	6,457	160,428	18,957		100	100	Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1878	....
Sept. 30, '69	11.21	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,050	Loss.		100	100	D. Dock, E. B'dw. & Battery: 1st Mortgage	700,000	7	J. & J.	18	....
Nov. 30, '69	25.52			Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	18,254	7,500	9.0	100	100	Elighth Avenue (N.Y.): 1st Mortgage	203,000	7	J. & J.	18	....
Sept. 30, '69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		588,724	13,997		100	100	42d St. & G'd St. Ferry (N.Y.): 1st Mortgage	100,000	7	J. & J.	1873	....
Sept. 30, '69	36.00	731	125	Cent. P. & N.E.R. (N.Y.C.) N.Y.	1,027,021	1,068,400	625,000	76,052	240,293	81,317	36.0	50	194	Frankford and Southwark: 1st Mortgage	198,000	7	J. & J.	1877	....
Oct. 31, '69	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			240,293	81,317	36.0	50	194	Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19.0	50	44	Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	185	
Oct. 31, '69	14.83	212	16	Coney Island (Brooklyn) N.Y.	647,364	500,000	214,000	29,151	144,047	13,067		100	100	Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18	....
Sept. 30, '69	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	859,180	1,200,000	700,000		735,000	180,104	3.0	100	100	Hart. Br. Morris' & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Sept. 30, '69	3.50			Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,490	4,162	3.0	100	100	Hestonv. Mantua & Fairm.: 1st Mortgage	25,900	7	J. & J.	1874	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562			5,665	1,237	2.0	25	20	Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N.	1878	....
Sept. 30, '69	19.00	851	157	Elighth Avenue (N.Y. City) N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100	Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J. & J.	1883	75	
Oct. 31, '69	2.26	18	4	Erle City.....Conn.	32,915	15,550	17,272		12,444	2,749	50	9.0		Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74	
Sept. 30, '69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456	100	100		Malden and Melrose: 1st Mortgage guaranteed.	62,600	6	A. & O.	1880	....
Sept. 30, '69	9.53	273	45	42d st. & Gr'd st. (N.Y.C.) N.Y.	1,052,479	748,000	260,000		376,908	112,240	10.0	100		Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Oct. 31, '69	16.36	32	22	44d Frankford & Southwark (Ph.) Pa.	762,441	491,750	198,000		308,138	61,719	6.0	50	491	Middlesex (Boston) 1st Mortgage sinking fund	90,035	6	J. & D.	1884	81	
Sept. 30, '69	3.25	22	5	Geneese & Water st. (Syr.) N.Y.	59,053	42,500	12,700	2,000	12,598	545		100	100	Ninth Avenue (N.Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Oct. 31, '69	34.26	360	59	Germantown (Phila.).....Pa.	562,270	307,545	360,000		348,021	123,493	19.0	50	15	Orange and Newark: 1st Mortgage	100,000	6	J. & J.	1880	....
Oct. 31, '69	6.40	155	25	Girard College (Phila.).....Pa.	173,657	170,000			136,855	35,507	10.0	50	17	1st Mort. O. & N. R. R.: 1st Mortgage	100,000	6	J. & J.	1883	....
Sept. 30, '69	8.00	90	15	Grand st. & Middle Wil. N.Y.	75,000	125,000	190,000		37,590	10,206		100	100	2d Mort. O. & N. R. R.: 1st Mortgage	300,000	6	J. & J.	1883	....
Sept. 30, '69	5.00	198	39	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000		82,090	7,000		100	100	Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85	
Oct. 31, '69	5.09	108	39	Green and Coates st. (Phila.) Pa.	239,740	150,000	100,000		176,078	39,959	7.0	50	15	Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Sept. 30, '69	10.00	107	22	Harris Br. Morr. & F'dham N.Y.	255,225	114,010	130,000	3,000	72,502	4,770		100	100	Pittsb. Alleghy & Manch.: 1st Mortgage	23,000	7	M. & N.	1878	....
Oct. 31, '69	2.14	19	6	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	25	24		Quincy Plain bonds.....	66,424	6	var.	var.	....
Dec. 31, '68	9.00	339	56	Hartford & Wethersfield. Conn.	180,000	180,000								Ridge Av. & Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
Oct. 31, '69	14.10			Heat, Mant. & F'mount (Ph.) Pa.	470,919	305,590	164,400	1,500	283,927	63,090	2.0	50	7	1st Mortgage	15,000	6	J. & J.	1880	....
Dec. 31, '68	2.50			Hoboken and Weehawken N.J.	161,535	100,700	74,000	9,272				100	100	Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18	....
Sept. 30, '68	10.47			Hudson Av. (Brooklyn).....N.Y.										Second Avenue (N.Y.): 1st Mortgage	015,000	7	J. & J.	1877	....
Sept. 30, '69	3.56	27	9	Jersey City & Bergen Point N.J.	77,494	75,000			22,390	2,405		100	100	2d Mortgage	83,700	7	J. & J.	1878	....
Oct. 31, '69	5.20	113	17	Kingston and Rondout.....N.Y.	118,892	90,000	62,500	11,462	75,378	6,258	25	9		Sixth Avenue (N.Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Nov. 30, '69	4.04	49	9	Lombard and South st. (Ph.) Pa.	70,000	55,530			31,469	6,385	2.0	100	36	Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18	....
Nov. 30, '69	12.61	225	33	Lowell Horse.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010		100	100	Third Avenue (N.Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Nov. 30, '69	3.75			Lynn and Boston.....Mass.	60,294	49,224			oper. M' dileser.			100	100	Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1870	....
Nov. 30, '69	1.00			Malden and Melrose (B'tn). Mass.	190,646	119,000		33,050	13,679			100	100	Union (Boston): 1st Mortgage	105,000	6	var.	var.	....
Nov. 30, '69	3.34			Marginal Freight (Boston). Mass.	36,000	21,000	4,500		oper. M' dileser.			100	100	Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J. & J.	1887	....
Nov. 30, '69	5.11	39	6	Medford & Charlestown (B'tn). Mass.	42,468	50,000		6,201	28,732	Loss.		100	100	Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	....
Sept. 30, '68	6.00	141	170	Merrimac Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	West Hob						

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (!) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,019,000	7	7	7
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4
Baltimore and Ohio, pref.	3,000,000	6	6	6
Berkshire,* guaranteed.	600,000	7	7	7
Blossburg and Corning,* guar.	250,000	6	6	6
Boston, Concord and Montreal, pref.	1,340,000	6	6	6
Buffalo, N. York and Erie,* guar.	950,000	7	7	7
Camden and Atlantic, pref.	600,000	7	7	7
Catawissa,* pref. and guar.	2,200,000	7	7	7
Cayuga and Susquehanna,* guar.	589,110	7	7	7
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	7
Central Ohio, preferred.	400,000	7	7	7
Chemung,* guar.	380,000	8	8	8
Cheshire, preferred.	2,017,815	7	7	7
Chicago and Alton, pref.	2,425,400	7	7	7
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	10
Chicago and Northwestern, pref.	18,159,097	7	7	7
Cleveland and Mahoning,* guar.	2,056,000	7	7	7
Cleveland and Toledo,* guar.	6,250,000	8	8	8
Cochecho, preferred.	177,750	8	8	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	6
Cumberland Valley, 1st pref.	241,900	8	8	8
" 2d pref.	240,000	8	8	8
Delaware,* guaranteed.	504,261	6	6	6
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	6
Dubuque and Sioux City,* preferred and guaranteed.	1,988,176	7	7	7
Dubuque Southwestern, pref.	330,308	7	7	7
Eastern (N. H.),* guaranteed.	492,500	8	8	8
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	5
Elmira and Williamsport,* guar.	500,000	5	5	5
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	7
Erie, preferred.	5,536,910	7	7	7
Hannibal and St. Joseph, pref.	5,263,836	7	7	7
Harrisburg and Lancaster,* guar.	1,182,550	7	7	7
Houston, preferred.	1,180,000	8	8	8
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	7
Joliet and Chicago,* guar.	1,500,000	7	7	7
Joliet and Northern Indiana,* guar.	300,000	8	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7	7
Lexa and Farmington,* guar.	2,648,100	7	7	7
Little Schuylkill,* guar.	848,315	9	9	9
Louisville, Cincinnati and Lexington, preferred.	6,536,135	6	6	6
Marietta and Cincinnati, 1st pref.	4,051,744	6	6	6
" 2d pref.	1,000,000	9	9	9
Manchester and Lawrence*	586,800	10	10	10
Michigan Southern, guaranteed.	323,375	10	10	10
Mill Creek and Mine Hill,* guar.	8	8	8	8
Milwaukee and P. du Chien, 1st pref.	9,744,268	7	7	7
" 2d pref.	3,775,000	8	8	8
Milwaukee and St. Paul, preferred.	282,250	12	12	12
Mine Hill and Schuylkill Haven,* guaranteed.	1,344,000	2	2	2
Mount Carbon & Pt. Carbon,* guar.	1,500,000	8	8	8
New Haven and Northampton*	1,000,000	6	6	6
New York and Harlem, pref.	155,000	8	8	8
Niagara Br. and Canandaigua,* guar.	1,037,000	8	8	8
North Eastern (S. C.), preferred.	3,500,000	7	7	7
Ogdensburg and L. Champlain, pref.	630,000	8	8	8
Ohio and Mississippi, pref.	248,000	5	5	5
Paterson and Hudson,* guar.	1,200,000	6	6	6
Paterson and Ramapo,* guar.	5,996,700	10	10	10
Peoria and Bureau Valley,* guar.	1,551,800	10	10	10
Philadelphia and Erie,* guar.	1,099,120	10	10	10
Philadelphia and Reading, pref.	450,000	6	6	6
Philadelphia and Trenton,* guar.	202,400	6	6	6
Pittsfield and North Adams,* guar.	1,500,000	6	6	6
Portl. & Kennebec (Yarmouth) guar.	350,000	7	7	7
Portland, Sag. & Portsmouth,* guar.	142,900	7	7	7
Portsmouth and Concord*	557,560	7	7	7
Richmond, Fredericksb. & Potomac, guaranteed.	2,040,000	7	7	7
Rochester and Genesee Valley*	445,516	6	6	6
Rutland, preferred.	576,600	5	5	5
St. Louis, Alton and T. H., pref.	869,450	5	5	5
Sandusky and Cincinnati, pref.	1,300,000	7	7	7
Schuylkill Valley,* guar.	1,700,000	7	7	7
Shamokin Valley & Pottsville,* guar.	1,000,000	7	7	7
Tol., Peoria & Warsaw (W. D.) pref.	274,000	7	7	7
" (E. D.) pref.	2,500,000	8	8	8
Toledo, Wabash and Western, pref.	1,408,300	7	7	7
Troy and Greenbush,* guar.	200,000	5	5	5
Vermont and Canada,* guar.	317,050	2	2	2
Warren,* guar.				
White Mountains,* guar.				
Wrightav., York & Gettysburg,* pref.				

CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	8
Morris, preferred.	1,175,000	10	10	10
Schuylkill Navigation, pref.	2,888,997	6	6	6
Union, preferred.		6	6	6

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.		6	6	6
Marietta Mining, pref.	3,774,400	7	7	7

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	32 50	@ 35 50
Pig, American, No. 1.....	..	33	@ 34
Pig, American, No. 2.....	..	30	@ 31
Pig, American, Forge.....	..	29	@ 30
Bar, Refined, English and American.....	..	—	@ 75
Bar, Swedes, assorted sizes.....	(gold)	85	@ 100

Bar, Swedes, ordinary sizes.....	..	—	@ 110
Bar, Refined.....	..	80	@ 85
Bar, Common.....	..	75	@ 80
Scroll.....	..	97 50	@ 130
Ovals and Half-round.....	..	100	@ 125
Band.....	..	95	@ —
Horse Shoe.....	..	95	@ —
Rods, 1½ to 3½ inch.....	..	85	@ 120
Hoop.....	..	105	@ 150
Nail Rod.....	per lb.	7	@ — 74
Sheet, Russia, as to No.'s.....	(gold)	114	@ — 113
Sheet, Single D. and T. Common.....	..	5	@ — 6
Rails, English.....	(gold)	59	@ 60
Rails, American, at Works in Penna., c'y. 70	..	—	@ 71
Anvils, (Eagle).....	per lb	—	@ 8

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	15	@ — 18
English Spring (2d and 1st quality).....	..	7	@ — 10
English Blister (2d and 1st quality).....	..	10	@ — 17
English Machinery.....	..	114	@ — 14
English German (2d and 1st quality).....	..	13	@ — 15
American Blister "Black Diamond".....	..	—	@ 12
American, Cast, Tool, do.....	..	—	@ 18
American, Spring, do.....	..	9	@ — 11
American Machinery do.....	..	—	@ 12
American German do.....	..	9	@ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 100 lb	4 25	@ —
Clinch.....	..	5 75	@ — 6
Horse Shoe, Forged (No. 10 to 6).....	per lb.	23	@ — 28
Copper.....	..	—	@ 35

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	37	@ — 37½
Straits.....	(gold)	..	36	@ — 37½
English.....	(gold)	..	32½	@ — 32½
Plates—Pair to good brands.....	(gold)	..	—	@ Currency
L. C. Charcoal.....	per box	8 75	@ 9	10 75 @ 11
L. C. Coke.....	..	7 50	@ 8	9 25 @ 9 75
Coke Terne.....	..	6	@ 6 25	7 25 @ 7 50
Charcoal Terne.....	..	7 75	@ 8	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@ — 12½
Crude, 40 @ 47 gravity (in shipping order).....	..	18	@ — 19½
Refined, prime L. S. to W. (110 @ 115 test).....	..	—	@ — 28½
Refined, Standard White (in ship's order).....	..	—	@ — 27
Refined, prime White (in shipping order).....	..	—	@ —
Refined, S. W. (in jobbing lots).....	..	27	@ — 28
Refined, S. W. (in tin).....	..	30	@ — 14
Naptha, Refined, (65 @ 75 gravity).....	..	9	@ — 10
Residuum.....	per bbl.	4	@ — 4 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

	1st.	2d.	3d.	4th.
Sizes.	A.	B.	C.	D.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 50	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet
8 by 11 to 10 by 15.....	(4 qts.)	..
11 by 14 to 12 by 18.....	(4 qts.)	..
14 by 16 to 16 by 24.....	(4 qts.)	..
18 by 22 to 18 by 30.....	(4 qts.)	..
20 by 28 to 24 by 30.....	(4 qts.)	..
26 by 28 to 24 by 36.....	(4 qts.)	..
26 by 34 to 26 by 40.....	(3 qts.)	..
26 by 38 to 28 by 44.....	(3 qts.)	..
28 by 46 to 30 by 48.....	(3 qts.)	..
30 by 50 to 32 by 52.....	(3 qts.)	..
32 by 54 to 34 by 56.....	(3 qts.)	..
34 by 58 to 34 by 60.....	(3 qts.)	..
36 by 60 to 40 by 60.....	(3 qts.)	..

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24.
Canton Co.....	61	61	87	87	87	87
Central Pacific 6s.....	87	87	87	87	87	87
Central of N. Jersey.....	101	101	101	101	101	101
Chicago & Alton.....	112	113	113	113	113	113
.. pref.....	113	113	113	113	113	113
.. 1 M.....	113	113	113	113	113	113
.. S. F.....	113	113	113	113	113	113
.. Inc. bds.....	113	113	113	113	113	113
Chicago, Burl. & Q.....	8s, 1883				111	
Chi. & Gt. Eastern 1st m.....						
Chic. & Northwestern.....	81	81	81	82	81	81
.. pref.....	85	85	85	85	85	85
.. 1 M.....						
.. S. F.....						
.. Consol.....						
Chic., Rock Isl. & Pac.....	113	113			113	
Chicago & R. I. 7s, 1870.....						
Chi., R. I. & Pa. 7s, 1896.....						96
Clev., Col. & Ind.....	79					
Clev. & Pittsburgh.....	104	105	106	106	105	
.. 2 M.....						
.. 3 M.....						
.. 4 M.....		75				
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chi. & Ind. C.....	17	17	17	17		17
.. 1 M.....	82	82				
.. 2 M.....						
Cumberland Coal pref.....						
Del. & Hudson Canal.....						121
Del. Lack. & Western.....	105	105				
.. 1 M. 7s.....						
.. 2 M. 7s.....						
Dubuque & Sioux City.....	113					
Erie Railway.....		22	22	22	22	22
.. pref.....	48					
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						97
.. 3 M. 7s, 1883.....						
.. 4 M. 7s, 1880.....						
.. 5 M. 7s, 1888.....						
Great Western 2d mort.....	81					
Hannibal & St. Joseph		108	107	107		
.. pref.....						
Hudson River.....						
.. 1 M. 7s, 1869.....						
.. 2 M. S. F.....						
.. 3 M. 7s, 1875.....						
Illinois Central.....	136	136		136	135	
.. bonds.....						
Lake Shore & Mich. S'th.....	91	90	91	92	92	92
Lake Shore Div. bonds.....						
Marietta & Clin. 1st pref.....						
.. 2d pref.....						
Michigan Central.....	118					
.. S.F. 8s, 1882.....						
.. conv. 8s, '69.....						
M. S. and N. I. 1 M. S. F.....						
.. 2 M.....	92		93			
Mariposa Mining Co.....			5			
.. pref.....	9	9	9	9	8	
.. Tr. 10s cts.....						
Milw. and St. Paul.....	60	59	59	60		
.. pref.....	77	76	76		76	
.. 1st mort.....						
.. 2d mort.....						
.. 8s.....		103				
.. 7 3-10s con.....			90			
Missouri 6s.....			90			90
.. H. & St. J. 1st.....						
Morris and Essex.....	89	88	88			88
.. 1st mort.....						
.. 2d mort.....			93			
New York Central.....						
.. 7s, S.F. 1876.....						
.. 7s, conv. '76.....						
.. 6s, S.F. 1883.....						
.. 6s, S.F. 1887.....						
N. Y. Cen. & Hud. Riv.....	94	93	93	94	94	94
.. certificates.....	90	88	89	90	90	89
N. York and Harlem.....		131	132	132	132	132
.. pref.....						
.. 1 M. 7s, 1873.....						
N. Carolina 6s.....	53	52	53			52
.. new.....	33					31
Ohio and Miss.....	33		33	33	32	
.. pref.....						
.. 1st M.....						
Pacific Mail S. S. Co.....	38	37	38	38	38	38
Panama.....						82
Phila. and Reading.....		95	95	95		95
Pitta., Ft. W. & Chi. gtd.....	94	94	95			94
.. 1 M.....						101
.. 2 M.....						
.. 3 M.....		93				
Quicksilver Mining Co.....		5				
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....			98			
.. 2 M pref.....	82					
.. Income bds.....	75					
Tennessee 6s.....	62	62		63		63
.. new.....	60	60	60	61	61	60
Tol., Wab. & Western.....	51	51		52		51
.. pref.....						
.. 1 M. ex.....					91	
.. 2 M.....						
.. Equipment.....						
Union Pacific 1st mort.....	81	82	82		82	82
Virginia 6s, ex-coupon.....	63					
.. new.....		63		64		

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

Th.18.F.19. Sat.20.M.22.Tu.23.W.24

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1871, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1874, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1874, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 10-40s, coup.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 10-40s, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 5s, 1881, reg.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, 1881, coup.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, '81, O.W.L. y.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, 1881, y.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
U. S. 5s, 5-20s, reg.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 5-20s, c. 1862, 112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
U. S. 5s, 5-20s, reg. '64	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
U. S. 5s, 5-20s, c. 1864, 111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
U. S. 5s, 5-20s, reg. '65	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
U. S. 5s, 5-20s, c. 1865, 111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
U. S. 5s, 5-20s, r. n. '65	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, 5-20s, c. n. '65, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, 5-20s, reg. '67	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, 5-20s, c. 1867, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, 5-20s, reg. '68	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, 5-20s, c. '68, 110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5s, Pac.R.R. issue	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

W.17.Th.18. F.19. Sat.20. M.22.Tu.23

Catawissa	37	37	37	37	37
Camden and Amboy	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
6s, 1870	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
6s, 1875	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
6s, 1883	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
6s, 1889	96	96	96	96	96
mort. 6s, '89 96	96	96	96	96	96
Elmira & Williamsport	34	34	34	34	34
Lehigh Navigation	84	84	84	84	84
6s, 1884	84	84	84	84	84
Gold L.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
R. R. L.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Lehigh Valley R.R.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
6s new coup.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
6s new reg.	42	42	42	42	42
Little Schuylkill R.R.	42	42	42	42	42
7s	83	83	83	83	83
Minehill	83	83	83	83	83
Morris Canal	41	41	41	41	41
1st mort	96	96	96	96	96
North Pennsylvania	95	95	95	95	95
6s, 1880	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
7s	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
10s, 1887	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Northern Central	103	103	103	103	103
Pennsylvania R. R.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1st M.	81	81	81	81	81
2d M.	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
Penn. State, 6s, 1st series	88	88	88	88	88
6s, 2d series	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
6s, 3d series	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
6s, W. L.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Philadelphia City, 6s	81	81	81	81	81
new	48	48	48	48	48
Philad. Germ. & Nor.	27	27	27	27	27
Phila. & Reading	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2
7s, 1893	88	88	88	88	88
Philadelphia and Erie	17	17	17	17	17
6s	72	72	72	72	72
Schuylkill Navigation	72	72	72	72	72
pref.	72	72	72	72	72
6s, 1882	72	72	72	72	72
6s, 1876	72	72	72	72	72
6s, 1872	72	72	72	72	72
Susq. Canal	72	72	72	72	72
6s, 1878	72	72	72	72	72
Union Canal, pref.	72	72	72	72	72
6s, 1878	72	72	72	72	72
Hestonville, (Horse)	72	72	72	72	72
Chestnut & Wal.	72	72	72	72	72
Green & Coates	72	72	72	72	72
2d and 3d streets	72	72	72	72	72
Spruce and Pine	72	72	72	72	72
13th and 15th sts.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

W.17.Th.18. F.19. Sat.20. M.22.Tu.23

Baltimore City 6s, 1875	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
1880	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
1890	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
1884	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Balt and Ohio	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
bonds, 1875	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
1880, 94	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
1885	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Marietta & Cin. 1st M.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
2d M.	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Northern Central	93	93	93	93	93
bonds, 1885	93	93	93	93	93
1900	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93
2d mort.	93	93	93	93	93
3d mort.	93	93	93	93	93
City Passenger R. R.	93	93	93	93	93

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

Th.18. F.19. Sat.20. M.22.Tu.23. W.24

Boston and Albany	148	148	148	148	148
Boston and Lowell	148 1/2	148 1/2	148 1/2	148 1/2	148 1/2
Boston and Maine	148 1/2	148 1/2	148 1/2	148 1/2	148 1/2
Boston and Providence	148 1/2	148 1/2	148 1/2	148 1/2	148 1/2
Boston, Hartford & Erie	148 1/2	148 1/2	148 1/2	148 1/2	148 1/2
7s, new	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2
Cheshire, pref.	133	133	133	133	133
Concord	121	121	121	121	121
Connecticut River	133	133	133	133	133
Eastern	121	121	121	121	121
Fitchburg	133	133	133	133	133
Manchester & Lawrence	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Michigan Central	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Northern, N. H.	110	110	110	110	110
Ogdens & Lake Champlain	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
pref.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Old Colony & Newport	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Ph. Wil. & Baltimore	53	53	53	53	53
Portl'd, Saco & Ports	113	113	113	113	113
Union Pacific	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
6s	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Land Grant 7s	72	72	72	72	72
Income 10s	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Vermont & Canada	107	107	107	107	107
Vermont & Mass.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
South Boston (Horse)	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Cambridge	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Metropolitan	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Middlesex	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Central Mining Co.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Copper Falls	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Franklin	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Huron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Ile Royale	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
National	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Pewabic	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Pittsburg	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Quincy	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2

London Stock Exchange.

—Closing Prices—
Aug. 12 August 5

All. & Gt. West. N. Y. sec. 7 per ct	50	55	50	55
1st mort., 1880	45	50	45	50
Do. do., 2d mort., 1881	45	50	45	50
Do. Penn., 1st mort., 1877	45	50	45	50
Do. do., 2d mort., 1882	45	50	45	50
Do. Consol. 7 per cent. mort. 1890	20	22	18	20
Detroit and Milwaukee 1st mort. 7s.	63	67	63	67
Erie shares 100 dol. all paid	63	67	63	67
Do. steril. 6 p. c. convertible bonds	60	65	60	65
Do. 3d mort. 7 p. c. 1883	58	62	58	62
Illinois Central, 6 per cent., 1875	98	101	98	101
Do. Redemption mort. bonds 6 p. c.	98	101	98	101
Do. 7 per cent., 1875	82	84	82	84
Do. 100 dol. shares, all paid	102	104	96	98
Marietta and Cin. R. R. bonds 7 p. c.	82	84	82	84
New York Central, 100 dol. shares	95	100	95	100
Panama General mort. 7s, 1897	97	99	97	99
Penn. R. R. bonds, 2d mort. 6 p. c.	86	88	84	88
Do. General mort. 6 p. c. 1910	40	43	40	43
Do. \$50 shares	94	96	94	96
Philadelphia and Erie 1st mort. 1881	90	94	90	94
Do. with option to be paid in Phila.	90	94	90	94

American Railroad Journal.

Saturday, August 27, 1870.

Stock Exchange and Money Market.

The offerings of Money on call have been fully equal to the wants of responsible borrowers since our last, and rates have been quoted steady at from 4@6 per cent.; while mercantile credits have been in less favor at from 7@9 per cent. per annum, for the range of prime to good paper. The west has been drawing currency from this point for grain moving purposes, in a moderate amount. The city banks, in their last weekly exhibit, showed a further falling off of over 9½ millions in their deposits, nearly 3¾ millions in their specie reserve, and 1½ million in their legal tender average; while they reported a reduction of nearly 2¼ millions in loan and discount item; and a small decrease in their circulation. Their legal tender average is now under 50½ millions, as against 61½ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 205½ millions, as against nearly 234½ millions on the 16th of July. Their specie average is down to about 20¾ mil-

lions, against 41½ millions four weeks since. The U. S. Sub Treasury lost about ¼ million of its currency balance; while it added about the same amount to its coin reserve.

The specie reserve of the city banks according to the latest return is \$20,733,347, against \$21,594,510 same time last year. The city bank deposits are now \$205,531,318, against \$192,024,540 week ending Aug. 20, 1869. The legal tender reserve amounts to \$50,353,286, against \$53,070,831 same time last year. The circulation now stands at \$32,839,567, against \$24,028,104 same time last year. The loans are now \$275,772,982, against \$262,741,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$68,032,563 a day, against a daily average of \$73,682,274 the preceding week. The current weeks' exchanges average about 83¼ millions a day. The city banks, last week, reported a loss of \$3,370,956 of specie, and \$9,543,176 of deposits, and \$1,622,976 of legal tender notes. They reduced their loans, \$2,874,637; and their circulation, \$69,599.

The city bank exchanges on Wednesday were about 66½ millions.

The coin reserves of the Treasury Department on Monday were over \$102,395,920 including \$33,813,500 on deposit on private account; currency balances, \$37,897,596.

National Bank notes to the amount of \$257,495 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$327,576,824, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$28,185,295 leaving, with the existing 1,612 banks, (having an aggregate capital of \$427,235,701,) an actual circulation at this date, of \$299,390,529. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,270,300; and for the public deposits, \$16,366,500—making a total of \$358,636,800. The Treasury Department last week redeemed and destroyed \$495,600 of worn and mutilated fractional currency, and issued \$779,406 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 20, were \$3,946,502 in coin, (including \$3,491,000 from customs duties,) and \$4,475,698 in currency; payments, \$3,711,192 in coin, (including \$347,767 of coin interest,) and \$4,724,876 in currency; balance at the close of the week, included \$68,193,156, of coin, against \$67,957,943 the preceding Saturday, and \$12,155,274 of currency, against \$12,404,451 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$378,518 in coin, (including \$309,208 from customs,) and \$542,251 in currency; payment \$46,325 of coin (including \$27,083 of coin interest), and \$251,861, of currency. On Tuesday, receipts, \$696,378 in coin (including \$669,778 from customs), and \$272,747 in currency; payments, \$54,747 in coin (including \$41

The U. S. Sub-Treasurer issued in July \$9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$3,104,616 of coin certificates, received for customs.

Government revenues have been yielding rather less satisfactorily in the line of excise, though quite liberally in that of customs, since our last. The excises, during the week yielded \$3,076,295; customs at the port of New York, \$3,392,616, and at the outports about a million (in coin) more, making the grand total income for the week equal to about \$8,276,600 in currency. The income of the Government, from excises, since July 1, 1870, has been \$34,285,989.

Gold has been moderately active, since our last, ranging from 114 $\frac{3}{4}$ @117 $\frac{3}{4}$. The closing quotation on Wednesday was 117 $\frac{1}{2}$. The war reports have been regarded as more in favor of a protracted struggle between France and Prussia, and the speculative demand for Gold has consequently been more confident. There has been less of an export drain, the last week's shipments having been down to \$2,274,664, against about three millions the preceding week, 3 $\frac{3}{8}$ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 117 20 to 117 41. The aggregate of the bids was \$2,050,000. The shipments thus far this year have been about 43 $\frac{1}{2}$ millions, against 24 $\frac{1}{4}$ millions same time in 1869; 63 $\frac{1}{4}$ millions same time in 1868; 39 $\frac{1}{4}$ millions same time in 1867; 52 millions same time in 1866; and 19 $\frac{1}{4}$ millions same time in 1865. On Wednesday of the current week, the specie exports amounted to \$509,360. The exchanges at the Gold Exchange Bank, which were 48 millions on Thursday of last week, advanced to 101 millions on Monday of this week, and were 67 millions on Tuesday. On Wednesday they were again under 66 $\frac{3}{4}$ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$70,119,620.

The customs demand for Gold last week, averaged \$581,833 a day; thus far, this week, it has averaged \$489,993 a day, or equal to a weekly aggregate of \$2,939,958. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$117,105; and since Jan. 1, 1870, \$7,522,482, against \$9,824,531 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$86,798,740 against \$85,576,567, same time in 1869.

The customs revenue of the port on Wednesday was \$984,000; and the coin interest disbursements were \$43,000.

The customs revenue at the port of San Francisco, from Jan. 1 to August 12th, was \$4,910,000, against \$4,603,000 same time last year.

The exports of specie, from this port, last week, were \$2,274,664 against \$492,981 same week last year; and since Jan. 1870, \$42,990,445, against \$24,220,964 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$347,767; and since Jan. 1, 1870, \$62,192,436 against \$64,137,314 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to Aug. 12th, were \$22,616,000, against \$24,614,000 same time last year.

Under its official programme for August, Government will make the following closing sale of Gold for the month; Wednesday, August 31, \$1,000,000.

Foreign Exchange has shown less activity, but with moderate offerings, rates have been fairly supported. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{3}{8}$ @109 $\frac{3}{8}$; sight bills on London 110 $\frac{1}{2}$ @110 $\frac{3}{4}$. The offerings of produce bills have been up to a moderate average. The week's exports of domestic produce have been to the currency value of \$3,095,961, and since January 1, 1870, \$117,132,280, against \$122,767,777 same time in 1869.

Government securities have been generally in fair request and having been offered with less freedom, have been quoted firm in price, though toward the close less buoyancy was apparent in values. On Thursday, Government bought in two millions of Five Twenties at about the open market rates, thus closing the purchases for the month of August.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114 $\frac{1}{4}$ @114 $\frac{1}{2}$; U. S. Five-twenties of 1862, 112@112 $\frac{1}{8}$; U. S. Five-twenties of 1864 at 110 $\frac{7}{8}$ @111 $\frac{1}{8}$; U. S. Five-twenties of 1865 at 111@111 $\frac{1}{4}$; U. S. Five-twenties of 1865 consolidated, 110@110 $\frac{1}{8}$; U. S. Five-twenties of 1867, 110@110 $\frac{1}{8}$; U. S. Five-twenties of 1868, 110 $\frac{1}{8}$ @110 $\frac{3}{8}$; U. S. Ten-forties at 108 $\frac{3}{4}$ @109; U. S. Six per cent. currency bonds, 111 $\frac{1}{2}$ @112.

The currency balance in the Treasury, according to Washington despatches of Wednesday, amounted to \$36,511,123. The coin balances was \$101,852,073, of which \$31,872,500 were in gold certificates.

State bonds have been moderately active, and generally stronger in price.

Railway bonds have been in fair investment demand including Central Pacific Sixes, which closed on Wednesday strong at 88@88 $\frac{1}{4}$; with a limited offering of the bonds reported at our quotations. During the first half of the current year, the Central Pacific Railroad earnings averaged over half a million dollars per month; and in the July, the opening month of the second half of the year, they were up \$727,800, or equal to a yearly aggregate of nearly 8 $\frac{3}{4}$ millions; while the annual interest obligations of the road are given at less than 1 $\frac{1}{2}$ millions. Since the revulsion immediately following the outbreak of hostilities between France and Prussia, the augmented investment inquiry for the bonds has carried up the price full five per cent., influenced in part by the handsome income reports of the road, thus far in the current year. The Union Pacific Sixes closed on Wednesday at 82@82 $\frac{1}{4}$. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in fair demand for investment purposes at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately dealt in by speculative operators opening somewhat panicky, under a false report of the serious illness of Commodore Vanderbilt, which was published in the morning journals of Friday the 19th inst., but rallying promptly, and closing with a fair degree of steadiness.

Foreign goods have been in quite moderate request as a rule at about previous figures, in most instances. The dry goods entries at this

port, last week, were \$2,658,051, making with the general merchandise imports, a total of \$5,377,794.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 10.	Aug. 17.	Aug. 24.
Consols	90 $\frac{3}{4}$	91 $\frac{1}{4}$	91 $\frac{1}{2}$
U. S. 5-20's of 1862...	86 $\frac{1}{4}$	87 $\frac{1}{4}$	88
U. S. 5-20's, 1865.....	85	86 $\frac{3}{4}$	87 $\frac{1}{2}$
" 1867	84	85 $\frac{3}{4}$	86 $\frac{1}{2}$
" 10-40s	81 $\frac{1}{2}$	83	83
Erie	16 $\frac{1}{2}$	17 $\frac{3}{4}$	17 $\frac{1}{4}$
Ill. Central	106	110	111 $\frac{1}{2}$
At. and Gt. West....	20	22 $\frac{1}{2}$	23

General business has been on a comparatively moderate scale, in the line of domestic produce, Cotton, Petroleum, and Naval Stores have been in rather better demand and firmer. Breadstuffs and Provisions have been depressed and generally cheaper. Middling upland cotton closed on Wednesday at 19 $\frac{3}{8}$ cts. per lb. The stock of cotton now here is given at about 24,500 bales. The receipts at the port this week, have averaged about 2,275 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,842,360 bales, against 2,042,050 bales in 1868-'9; exports, same time 2,194,350 bales, against 1,438,025 bales same time in 1868-'9; stock on hand at latest dates, 85,700 bales, against 16,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 10,672 pkgs., against 15,815 pkgs., same time in 1869. From Boston, 4,638 pkgs. in 1870, against 6,032 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 8@17c. per lb.; week's receipts, 6,556. Milch cows continue very quiet at \$40@\$100 each, receipts, 104. Veal calves have been in fair request at from 7@12c. per lb.; receipts, 2,790. Sheep have been more sought after at from 3@6 $\frac{1}{2}$ c.; lambs at 6 $\frac{1}{2}$ @10c. per lb.; all live weight receipts, 31,178. Dressed Hogs have been in request at 12 $\frac{1}{4}$ @12 $\frac{3}{4}$ c. per lb.; receipts, 13,512.

The ocean freight market has been rather quiet, and quoted lower and irregular as to rates. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d.@1s. 9d. by steamer per bbl.; grain at 5d. by sail, and 5@5 $\frac{1}{2}$ d. by steamer per bushel; cotton at $\frac{3}{4}$ d. by sail and $\frac{1}{4}$ d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 445.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 23d, and since the beginning of the year:

	1869.	1870.
For the week	\$5,581,238	\$3,095,961
Previously reported..	117,186,539	114,036,319
Since Jan. 1	\$122,767,777	\$117,132,280

The imports for the week ending Aug. 20, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	\$2,411,544	\$2,658,051
Gen. merchandise.....	3,392,604	2,719,748
Total for the week....	\$5,804,148	\$5,377,794
Previously reported....	194,406,006	184,625,950
Since January 1.....	\$200,210,154	\$190,003,744

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23½; do., Fund Act, 1866, 40; Connecticut 6s, War Loan, 100; Kentucky 6s, 99; South Carolina 6s, new, April and Oct., 77½; do., Jan. and July, 73; Alabama 8s, 98; Georgia 7s, 91½; Louisiana 6s, 73; Galena and Chicago 2d mort., 92; Toledo, Wabash and Western consol. bonds, 81; Buffalo, New York and Erie 1st mort., 88; Ohio and Mississippi consol. bonds, 88; Hannibal and St. Joseph 8s, con., 109; Cleveland, Painesville and Ashtabula R. R., 1st mort., 92½; St. Louis and Iron Mt. R. R., 45; do., 1st mort., 86; North Missouri 1st mort., 85; New York, Providence and Boston R. R., 90; New Jersey R. R., 114½; Western Union Telegraph, 34¾; do., 7s, 92; Adams Exp. Co., 65; Am. Mer. Union Exp., 40; Wells-Fargo Exp., 12¾; U. S. Exp., 41; Brooklyn 6s, W. L., 92½.

Philadelphia.—Allegheny City 4s, 63½; Oil Creek and Allegheny River R. R., 44¾; Pennsylvania and New York Canal 7s, 92¼; Warren and Franklin 2d mort., 95; do., 7s, 84; Wilmington and Reading 7s, 94; Pennsylvania R. R. Gen. mort., coup., 95; do., reg., 98¾; Union Passenger R. R., 43; McClintock oil, ¾. The latest quotations are: City 6s, 101½@102; do. free of tax, 101½@101½; State 5s, coupon, 101@—; do., 6s, W. L., 103@103; do., 1st series, 103¾@104¼; do., 2d series, 107@108½; do., 3d series, 111@111½; Reading, 47¾@47¾; do., 7s, 1893, 104¼@105; do., mort. 6s, 1880, 96@96; Camden and Amboy, 114¾@115; do., mort. 6s, 1889, 95@95½; do., 1883, 92@94; do., 1889, 90@91; Penn. R.R., 58½@58¾; do., 1st mort., 102@102½; do., 2d mort., 102@102½; Little Schuylkill R.R., 41@42; Morris Canal, 25@30; do., pref., 65@69; do., 6s, 82@84; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8¼@8½; do., pref., 16½@17; do. 6s, 1882, 71@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 92@94; do., 6s, 60@61; Lehigh Coal and Navigation, 33¾@34; do., 6s, 1884, 83½@84; do., R. R. Loan, 89@89½; do., Gold Loan, 88¼@88½; North Pennsylvania, 41@41; do., 6s, 95½@96½; do., 7s, 94¾@95¼; do., Chattelle 10s, 111@—; Philadelphia and Erie, 27@27½; do., 6s, 93@94; Minehill, 50½@51; Catawissa, 10@15; do. pref., 37@37½; Lehigh Valley, 57¾@57¾; do. 6s, 96½@—; do., 6s, reg., 99@99¾; Fifth and Sixth streets, (horse,) 35@38; Second and Third, 46@46; Thirteenth and Fifteenth, 20½@20¾; Spruce and Pine, 23@24; Green and Coates, 38½@38½; Chestnut and Walnut, 43@45½; Hestonville, 13¾@14½; Union, 43@44½.

Boston.—Western R. R. 6s, 1875, 102¾; Vermont Central and Vermont and Canada 8s, 1875, 103; Cincinnati, Sandusky and Cleveland, 25½; do., 7s, 1890, 80¾; Mansfield and Framingham 1st mort., 7s, 95; Indianapolis, Cincinnati and Lafayette R. R., 17; do., 7s, 72; Stanstead, Shefford and Chamby 7s, 83; Vermont Central 1st mort., 85; Chicago and Southwestern 7s, gold, guar., 97; Connecticut and Passumpsic Rivers R. R. pref., 86½; Norwich and Worcester R. R., 104½; Summit Branch R. R., 37½; Rutland R. R., 29¾; do., pref., 79; do. 7s, new, 80; Housatonic pref., 99¾; Boston Water Power Co., 14¾; Cary Imp., 7¾;

Massachusetts 5s, 1880, gold, 98¼; do. 1891, gold, 98¾; do. 1894, gold, 98½; do. 1888, gold, 99; do. endorsed, 97½; do. 6s, 1873, gold, 111¼; do. 1874, 110¾; do. 1875, 110; Maine 6s, 1889, 98¼; Bath 6s, 1893, 91; Portland 6s, 1887, 95¼; Chicago 7s, 1880@1895, 98½; Charlestown 6s, 1889@1890, 98½; Cambridge 6s, 1890, 94¾; Cincinnati 7-30s, 1898, 103¼ Cook Co., Ills., 7s, 1885, 97½; St. Louis County 7s, 1885, 95½; St. Louis City 7s, 1888, 88; Boston 5s, 1874, gold, 98½; do. 1877, gold, 99; do. 6s, 1880, currency, 100; Lynn 5s, 1882, 85½; Worcester 5s, 1876, 87½; Pontiac Mining Co., 18c.; Hecla, 80; Alouez, 87½; Hancock, 11½; Minnesota, 50c.; Hanover, 28c.

Baltimore.—Maryland 6s, 1870, 97; Virginia 6s, old, reg., 51½; do., 1866, 62; Orange and Alexandria 4th mort., 8s, 77; Western Maryland R. R. bonds, endorsed by Washington Co., 82; Central Ohio R. R. 1st mort., 84¾; Parkersburg R. R. 4; Memphis City 6s, 56. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 128@133; do., 6s, 1875, 93½@94; do., 1880, 93@94; do., 1885, 94@95½; Northern Central, 43¾@44; do., 6s, 1885, 92@93; do. 1900, 90@90½; do. 6s, 1900, gold, 94@95½; Parkersburg Branch, 4@—; N. W. Va. 1st mort., 93@—; do. 2d mort., 92½@95; do., 3d mort., 1885, 88@91; Marietta and Cincinnati 7s, 1892, 91½@92; do., 2d mort., 74½@75; Central Ohio, 24@26; do., 1st mort., 84¾@85; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do., 6s, pref., 63@65; do., 6s, guar., by Washington Co., 81¾@83; Richmond and Danville bonds, 78½@78½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 75@78; do. 3d mort., 8s, 85@—; do., 4th mort., 8s, 76½@77; Orange, Alexandria and Manassas 7s, 76@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73½@74½; Baltimore 6s, 1875, 95@95½; do., 1884, 93½@94; do., 1886, 94¼@—; do., 1890, 95@95½; do., 1893, 93@94½; do., 5s, 1838-70, 72@80; Memphis City 6s, 55½@56; Maryland Defense Loan, 1883, 103@—; City Passenger R. R. 20@22; George's Creek Coal, 60@70; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

Pratt's Patent Compensating Fish Joint.

The Chief Engineer of the Central Railroad of New Jersey in his report for the year ending December 31, 1868, says: "There are 44.6 miles of single track now laid with 'PRATT'S PATENT FISH JOINT,' five miles of which, have been in use now more than one year. From present indications it is believed that the economy of this Joint will be very soon apparent in the decreased cost of repairs of rails and rolling stock."

Again, in his Report for the year ending December 31, 1869, the Chief Engineer says: "About 92 miles of single Track are now laid with the 'FISH JOINT.' The south, or heavy track is very nearly all laid with it. These Joints are giving very general satisfaction. There can be no further doubt of the economy of using them."

A full description of these "Joints" will be found in an advertisement on another page. They are made by Messrs. VERREE & MITCHELL, 939 North Delaware Avenue, Philadelphia, Pa.

Central Pacific Railroad.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH, No. 5 Nassau St.,
NEW YORK, Aug. 20, 1870.

THE CENTRAL PACIFIC R. R. 6 per cent. GOLD BONDS, having 26 years to run, are to-day selling at 87¾ flat. At the rate of 88.10 for the principal—equal to 89.06, as the purchaser gets the benefit of the back interest from July 1—they yield 7 per cent. in gold; interest and principal payable in gold coin, in New York City.

They are secured by a First Mortgage on property worth four times their total issue; a road having a princely revenue—nearly \$3,000,000 for the first six months of this year, and \$727,800 for July, being an increase of \$800,000 over the large revenues of the same period last year, while the annual interest payments are \$1,600,000. They are as good and as safe as Government Bonds. Holders of the latter would do well to capitalize the difference while the Centrals are so low—occasioned by the return of these Bonds from Germany, on account of the terrible war now raging in Europe. The amounts now coming are small, and are being steadily absorbed by heavy capitalists here.

THE U. S. CURRENCY SIXES—principal and interest payable in lawful money—with an average of 26 years to run, at 113 flat, pay only 5 per cent. currency.

TEN-FORTIES, with 34 years to run, (it is not probable this issue will be called in till maturity, as a portion of the Bonds authorized by the Funding Bill bear 5 per cent.), at 104½, about the present price less coupon due Sept. 1, pay 4¾ per cent. gold.

SIXES of 1881, having 11 years to run, at the current rate, 114.50, pay only 4½ per cent. gold.

FIVE-TWENTIES, assuming that they will not be called in for 5 years, at 109 pay but 4 per cent. gold, per annum.

This opportunity to realize so handsome an addition to their capital, and at the same time a large increase in the average annual interest yield, by an exchange into Central Pacific Bonds, may not occur again. We expect, as the demand for them is large, that they cannot be had at the present price for any length of time.

FISK & HATCH.

N. B.—We allow Interest on Deposits, make Collections, and do a general Banking business.

Connecticut Western Railroad.

The work on this road is now being energetically carried forward. The western terminus of the road is at the State line near Lakeville. Thence it passes through the towns of Salisbury, Canaan, Norfolk, Winsted, New Hartford and Collinsville. From Collinsville there are two lines, one to Springfield and the other to Hartford. At its western terminus—the State line—it meets the Dutchess and Columbia Railroad, which, passing through Pine Plains and other towns, joins the Hartford and Erie about twenty-two or twenty-three miles from Fishkill. The railroad, by the terms of the contract, is to be completed this fall; but the opening of it is not looked for before some time next season.

Up to July 1, 1870, there had been expended on the section of the Canada Central Railway, between Ottawa and Carleton Place the sum of \$286,558 61.

The Importance of Nitro-Glycerine to Railroad and Mining Companies.

A scientific calculation of the volume of gasses, developed by the combustion of Nitro-Glycerine and the combustion of good Gunpowder, proves that Nitro-Glycerine possesses thirteen times its power when volumes are compared, and eight times its power for equal weight. Gunpowder gives 800 volumes of gas; Nitro-Glycerine 10,400 volumes, therefore where eight pounds of Gunpowder are wanted, one pound of Nitro-Glycerine will be sufficient to produce the same effect. The explosive power being so much greater than that of Gunpowder, the explosion is more sudden, consequently a great economy in labor results, the saving by the use of Nitro-Glycerine being where wages are high, from fifty to seventy-five per cent.

Notwithstanding the immense advantages this agent has over Gunpowder, it has not hitherto been so generally adopted in the United States for blasting purposes as it deserves, the principal obstacles to its general introduction having been its expense, and still more the dangers of its transportation, its frequent handling rendering it liable to explode.

Railroad Contractors and Mining Operators will therefore be glad to learn, that an invention has been patented for a portable apparatus for the manufacture of Nitro-Glycerine on the spot wherever it may be required for use in quantities of from one to one thousand pounds, at a price not exceeding \$1.50 per pound, full particulars of which can be obtained at the office of the Portable Nitro-Glycerine Company, 7 Broadway, Basement.

Journal of Railroad Law.

RAILROAD COMPANIES—DEATH BY INJURY—WHAT IS NEGLIGENCE.

The facts of the late case of *Nicholson vs. The Erie Railway Company* (41 N. Y., 525,) are fully and clearly stated in the following opinion by

SMITH, J.—The right of action in this case must rest upon the grounds upon which it was put by the Circuit Judge in his charge to the jury; that is, upon the ground of an omission on its part properly to secure the cars left in the yard of the Buffalo iron works. The charge directs the jury that it was the duty of the defendant to set the brakes or otherwise fasten the cars, when they were left by it in the said yard of the Buffalo iron works.

No act of omission or of affirmative misfeasance, fault or wrong is proved or pretended, although a recovery might have been upon the allegation of the complaint, upon this branch of the law of negligence.

Negligence consists in the commission of some lawful act in a careless manner, or in the omission to perform some legal duty, to the injury of another. It is essential to a recovery in the latter case, to establish that the defendant owed at that time some specific, clear, legal duty to the plaintiff or the party injured.

The first inquiry, therefore, which arises in the examination of this case is, what were the relative legal rights of Nicholson, the deceased, and the defendant in respect to the *locus in quo*.

The deceased was struck and killed on the defendant's premises. This branch track, whatever may have been the rights in respect thereto, between the defendant and the Buffalo Iron Works Company, must be deemed, for the purpose of this suit, the property of the defendant. It was a track constructed to be used as a railroad track by the defendants with their engines and cars, to

accommodate their freight business in connection with, and for the benefit of their iron works. The cars, which caused the injury, were on the track, where the defendants had a clear legal right to place and keep them. They were placed there for a lawful purpose, and in the proper discharge of their usual and ordinary business.

They had the same unqualified right which every owner of property has to do with his own as he pleases, and keep it and use it where and as he pleases, on his own ground, up to the point when such use becomes a nuisance.

Nicholson, the deceased, on the contrary, was not on his own ground. He was where he had no legal right to be. At most, he had a mere license to cross the defendant's track, a license implied from use, and from the fact that such use had not been expressly forbidden. But such license created no legal right, and imposed no duty upon the defendant, except the general duty which every man owes to others, to do them no intentional wrong or injury.

No relation existed between the defendant and Nicholson to create any particular duty, such as exists between a master or servant or employer or his employee. The complaint alleges that the said James Nicholson was traveling upon a public highway and lawfully crossing the defendant's track. If the fact had been so, the defendant and Nicholson would have stood upon common ground, and could have had equal rights in such highway, and the defendant would have owed to him a clear legal duty; but the case seems to me to be without the first element to create a legal duty on the part of the defendants to set and secure their cars in respect to the rights of said Nicholson. He was not in their employ. He was not in the employ of their iron company. He had no lawful business at the time on their track; no legal right to use or cross it; and would have been simply excused from liability as a trespasser on the naked ground of a license, implied from previous use without objection.

The case is within the principal, I think, asserted in *Hounsell vs. Smyth* (97 Eng. Com. Law, 781).

In that case, the question arose upon demurrer. The complaint alleged that the defendant had a certain quarry which had long been open and worked for getting out stone and which was situated upon certain waste land, which was considered open to the public; and that all persons having occasion to come upon or over said waste land had been used and accustomed to go upon, along and across the same without interruption or hindrance from and with the license and permission of the owners thereof; that said quarry was between two highways; and that the defendant left the same unfenced and took no care to guard it, and that plaintiff having occasion to pass over said waste land in a dark night, fell into said quarry and was injured.

The Court sustained the demurrer, holding that the defendant owed no duty to the plaintiff. In respect to that part of the complaint, where it was alleged that all persons having occasion to cross or pass over the said waste land, have been used and accustomed to go upon, along, and across the same without interruption or hindrance from, and with the license and permission of the owners of such waste land, the learned Judge

said: "No right is alleged. It is merely stated, that the owners allowed all persons who chose to do so, for recreation or for business, to go upon the waste without complaint; that they were not churlish enough to interfere with any person who went there. One who thus uses the waste has no right to complain of any excavation he finds there. He must take the permission with its concomitant conditions, and it may be perils."

That is precisely this case. All who pleased were permitted to cross the open common waste ground, adjacent to the defendant's track, and the track itself, without hindrance; but it was at their own risk and peril. The defendant undertook or assumed no duty in respect to such persons. As was said in the above cited case, "all that can be said is, that the plaintiff had a tacit permission to cross the track."

The same principal is assented in *Southcote vs. Stanley* (1 Hurlst. and Norm., 247); and in *Bolch vs. Smith* (7 id., 732).

The case of *Driscoll vs. Newark and Rosendale Cement Co.* (37 N. Y., 638), is not in conflict with these cases. In that case the defendant performed a lawful act in a careless manner; and the case belongs to the class, where an action for negligence lies for misfeasance in the commission of an act lawful in itself. The defendant fired a blast in a mine, without taking the proper precautions to warn persons who might be in danger from the explosion.

The charge of the learned Judge at the Circuit on this point, and his refusal to charge as requested on the same point, were therefore erroneous, and the exceptions to such charge, separately, well taken. As this point is decisive of the case, I have not deemed it expedient to discuss the other questions presented in the points. The judgment should therefore be reversed, and a new trial granted with costs to abide the event. Judgment reversed.

For the Railroad Journal.

Railroad Bridges.

The subject of safety to life and limb on our railroads is beginning to attract the general attention it has long merited, and which we regret to add has been generally overlooked in some important particulars by our Railroad Companies and their active managers. This, it is due to companies and managers to say, is more owing to the want of suitable inventions and to the incapacity of the contractors and the builders they employ than to any indifference on their part to the comfort, convenience and safety of their patrons—a fact fully proven by the immense expenditures annually incurred by the railroad management of America in providing palaces for the transportation of passengers, and the general approval of iron bridges instead of the insecure wooden structures heretofore relied upon universally. It is not indifference, therefore, to the welfare of their patrons, nor selfishness on their part—because they build the best cars that are offered them, and expend upon the same an almost wasteful amount of ornamentation; and they are generally condemning wooden railroad bridges and gradually adopting the more rational device, a "wrought iron" bridge, which cannot burn down, and if properly constructed cannot break down or give way under any pressure the most exacting management can impose upon

them, which will be fully shown in the course of this article. If railroad companies then are anxious to provide safety and, as a consequence, comfort for their patrons, the best and safest cars and the strongest and most permanent bridges should be adopted by them. The only points involved in successful bridge-building are—

1st. That the whole may be made strong enough without employing an unnecessary weight of iron;

2d. That no part should be made relatively weak by making other parts unduly strong;

3d. That the workmanship and the material used should be of the best quality; and,

4th. That the planner and constructor should be a man of sound judgment and of long and varied experience.

An unnecessary quantity of iron is both pernicious and objectionable; 1st, it loads the structure with dead weight and 2d it increases its cost.

Sufficient strength, therefore, is what is wanted, without an excess of weight. And just here it is well to remark that the turning point, where excess of strength and consequently excessive and damaging weight is reached, is difficult to determine.

A bridge should be so constructed that its strength will be equally distributed over the entire structure, in order best to accommodate itself to passing loads and varying temperatures.

The tensile strain upon wrought iron in bridges should not exceed 10,000 lbs. per sectional area of a square inch, nor the compressive strain exceed 8,000 lbs.; while the bridge should be equal to a rolling load of 4,000 lbs. to the lineal foot—the train moving, without interruption, at a speed equal to 50 miles per hour. Many engineers, we are aware, think these strains too high; and most bridge builders, we are also aware, think an iron bridge sufficiently strong that is capable of bearing a rolling load of 2,500 lbs. to lineal foot—the strain pulling up and moving slowly over the same. But the most eminent engineers in this country and in Europe have agreed, after much calculation and study, that a railroad bridge cannot be taxed by the heaviest locomotive and the most heavily laden train beyond 3,360 lbs. per lineal foot. This shows that all railway bridges may, at any time, be thus taxed; hence we argue that if 3,360 lbs. per lineal foot is the maximum train that railroad bridges can be subjected to, a railroad bridge capable of supporting a strain of 4,000 lbs. per lineal foot is a perfect bridge, and cannot be broken or forced to give way.

Welds should always be avoided where strength is needed, because it is well known that a weld is never more than one-fifth of the strength of a solid section of iron—hence a railway track suspended, which is nothing else than a railway bridge, should never be upon vertical bars depending upon welds or screw bolts.

The cheapest bridge to build, as a general rule, is the bridge that best combines strength, safety and durability, because, among other reasons, it is the most cheaply maintained.

In asking for estimates, railroad companies should require bidders to give the weight of iron they contemplate using, per lineal foot—for by this alone can companies appreciate the prices named; and without this is strictly required companies will continue to be imposed upon.

New Schedule of Freights by the Trunk Lines.

The Erie, New York Central, Hudson River and Pennsylvania Railroad Companies have adopted a new and uniform rate of freight between this City and the West. The following are the new rates of first-class freight to leading points in the West:

New York to—	New Rates.	Old Rates.
Cleveland.....Per 100 lb.	\$—63	\$—32
Columbus, Ohio.....	—77	—40
Cincinnati.....	—90	—45
Indianapolis.....	—92	—47
Evansville.....	—110	—57
Louisville, Ky.....	1 12	—60
St. Louis, Mo.....	1 25	—67
Quincy, Ill.....	1 25	—67
St. Joseph, Mo.....	1 72	1 14
Chicago, Ill.....	1 00	—50

The following are the rates by steam, via the Lakes:

To—	New Rates.	Old Rates.
Detroit, Cleveland and Toledo..	\$—63	\$—30
Chicago and Milwaukee.....	—73	—35

The Erie and New York Central management are said to have also agreed to not extend their transportation contracts and privileges with the United States and American Express Companies, and that these Railroad corporations will soon establish express departments themselves over their own several rail lines. The following are the rates from leading points in the West to New York:

To New York from—	Per ton of 2000 lb.
Cincinnati.....	\$ 9 —
Indianapolis.....	9 —
Louisville.....	9 40
Chicago.....	8 —
St. Louis.....	9 80

Rapid progress is being made in laying track on the Grand Rapids and Indiana railroad between Sturgis and Grand Rapids. Parties are at work, from Grand Rapids south and from Kalamazoo north. On the 13th instant, 17 miles of track had been laid north of Kalamazoo. Fourteen miles were to be laid from Kalamazoo south. It is expected that the iron will all be laid by September 1, or soon after, though several weeks will be required to ballast the track up, ready for general business.

The Railroad Gazette says the Quincy, Missouri and Pacific railroad company are now ready to let the contracts for grading, bridging and tying the road from a point opposite Brownville, Nebraska, to Rockport, the country seat of Atchison county, Mo.; also for grading, bridging and tying from two miles west of the Fabius, to Edina, on the new route just established. The contract is already let for grading, etc., from West Quincy to the Fabius and two miles beyond.

Mr. A. K. Davis, contractor for 20 miles of the Sabula, Ackley and Dakota railroad from Sabula westward, has sublet his contract as follows: E. H. Cantwell & Co., three miles; Messrs. McCawley & Co., two miles; Messrs. Glidden & Matthews, one mile; Messrs. Rogers & Kane, three miles; Mr. Swan, two miles; and Messrs. Irvin & Bartlett, nine miles.

Articles of consolidation of the new Decatur and East St. Louis railroad with the Toledo, Wabash and Western railway, were filed in Springfield on the 9th inst. On that day through trains commenced running between Decatur and St. Louis.

An Act to Create a Port of Delivery at Du Luth, Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Du Luth, in the State of Minnesota, shall be and is hereby constituted a port of delivery within the collection district of Superior, and there shall be appointed a surveyor of customs to reside at said port, who shall perform the duties and receive the compensation and emoluments prescribed in the act of Congress approved March two, eighteen hundred and thirty-one, being "An act allowing the duties on foreign merchandise imported into Pittsburgh, Wheeling, Cincinnati, Louisville, Saint Louis, Nashville and Natchez to be secured and paid at those places. Approved July 11, 1870.

The track of the St. Joseph and Denver railroad has been laid to a point seventy miles west of St. Joseph, and the grading is completed thirty miles beyond. It is expected the road will be finished to Marysville, 111 miles from St. Joseph, within sixty days. The contract for grading, masonry and bridging has been let for a distance of forty miles beyond Marysville, and will go forward without interruption. This will leave less than a hundred miles to complete the connection with the Union Pacific at Fort Kearney.

The contract for grading 16 miles of the Omaha and Northwestern railroad north of the ten miles now in operation was let at a meeting of directors on the 13th inst. It is to be completed by the middle of November. This section is close to the Mississippi and terminates at Blair, there crossing the Sioux City and Pacific road. The final survey has been made to Niobrara via Logan Creek. General Low is the contractor for building the road.

The Northern Pacific Railroad Co., has determined to build four large docks at Duluth for the use of its contractors and operators. The docks will cost at least \$200,000. A Duluth paper says the officials of that road are already prospecting for sites for magnificent freight and passenger depots, which it is expected will soon be erected.

A preliminary survey of the proposed line of the Iowa Southwestern railroad was recently commenced at Clinton, Iowa. It is intended to locate it down the river to Camanche and thence southwestward through Tipton and Iowa City into northwestern Missouri.

The contract for constructing the Springfield and Northwestern railroad from Springfield to Beardstown has been let, and work is to be commenced immediately.

Acting Secretary Richardson has directed that the September interest on the ten-forty bonds be payable on the 29th instant, without rebate. The amount to be paid is \$4,864,000.

A company of New York bankers have applied to the Comptroller of the Currency for permission to establish a gold bank in New York city under the provisions of the law passed by the last session of Congress.

The Rockford, Rock Island and St. Louis Railroad was completed south from Monmouth Tuesday night. There is now an unbroken connection between Monmouth and St. Louis. Regular trains have commenced running.

Kansas Pacific Railway.

The Kansas Pacific Railway will be open for regular business Sept. 1. The completion of this new route to the Pacific will be celebrated by an excursion to Denver, leaving St. Louis, Tuesday, Aug. 30th. The party will number about 100, and be composed of the chief officers of the connecting railroads, proprietors and chief editors of some of the leading journals of the country, and members of the Congressional Committee on Pacific Railroads. The train will consist of Pullman's finest cars, three commissary cars, and everything will be done to insure the comfort and convenience of the guests. The trip will occupy from ten to twelve days, and will embrace a buffalo hunt at or near Fort Hayes, Kansas, a visit to Cheyenne, and three days sojourn in the mountains west of Denver.

Safety Nitro-Glycerine.**TRANSPORTATION NOT NECESSARY.**

The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many accidents.

No possible danger attending its Manufacture. Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.

Call on or address
The Portable Nitro Glycerine Company
7 Broadway, (Basement) New York City.

To Contractors.

NOTICE is hereby given that Tenders will be received until Thursday, the first day of September, at noon, for the construction of the Main Line of Railway of the "North Shore Railroad and St. Maurice Navigation and Land Company." The Line will run between Quebec and Montreal, on the North Shore of the River St. Lawrence.

After the 10th of the present month the profile of the Railroad and the specifications and terms of contract may be examined at the office of the Company, Union Buildings, Place d'Armes, in the City of Quebec, between the hours of two and four o'clock in the afternoon.

By order of the Directors,

JOS. CAUCHON,

President of the Board of Directors.
August, 5, 1870.

Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, and marked "Tenders for Grenville Canal Works," will be received at this Office until the evening of Wednesday, the 31st August instant, for the enlargement of about five miles of the Grenville Canal, and the construction of Three Locks.

The work may be let either as a whole, or divided into three different sections, each embracing one lock.

Plans and specifications can be seen at this Office, or at the Lachine Canal Office, and at Grenville, on and after Thursday, the 19th inst., where printed forms of tender and other information can also be obtained.

The signatures of two solvent and responsible persons, willing to become sureties for the due fulfillment of the contract, must be attached to each tender.

This Department does not, however, bind itself to accept the lowest, or any tender.

(By order.)

F. BRAUN,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 10th Aug., 1870.

THE NEW JERSEY STEEL AND IRON COMPANY, TRENTON, N. J., And 17 Burling Slip, NEW-YORK, Would call special attention to their **MARTIN STEEL.**

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its *Remarkable Toughness*, its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—who has made the art of *BUYING an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment: Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

Address, P. O. BOX, 480,
Wilmington, Del.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST
Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
New York.

THE UPRIGHT PATENT TRUNK

Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguac, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY.
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

JOHN F. TANNER.

H. H. WALKER.

JNO. McANERNEY, JR.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,
DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

THE CELEBRATED

Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PARTICULAR Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

UNITED STATES Iron & Steel Bridge Co.

Wrought Iron Plate Beams,
FOR BUILDINGS.

WROUGHT IRON DOCK GATES
And Lock Gates for Canals,
No. 40 and 42 Broadway,
NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

AGENCY OF THE

Bank of British North America,

17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking Business transacted.

JOHN PATON,
ARCH. MCKINLAY, } Agents.

JOHN J. ROBERTS,

Manufacturers' Agent for
ENGLISH AND AMERICAN

IRON AND STEEL RAILS,

Delivered in New York & other markets in the U. S.

Railroad Supplies of all descriptions.
STREET RAILS & CARS

On the most favorable terms.

Old Rails, Metals, &c., Bought & Sold.

218 PEARL STREET,

Opposite Platt St., NEW YORK CITY.

STEEL STAMPS, NAME PUNCHES,

Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.

Work Warranted A. 1.

ROBERT ROGERS, Stamp Cutter,

26 Spruce Street, S. E. Corner William, New York.
Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUFACTURE THE PATENT SUPERIOR COMPOSITION PADLOCK FOR Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

115 R. R. Avenue, Newark, N. J.,
Opposite Market St. Depot.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler
Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

(7) SEVEN PER CENT.

City of New York Stock,

Twenty Years to Run,

Exchanged for U. S. Government 6s,

G. K. SISTARE,

24 NASSAU STREET,
NEW YORK.

CHARLES COLLINS,

MANUFACTURER OF

High & Low Pressure

STEAM BOILERS,

Of every description.

TANKS, OIL STILL, ETC.,

60 John St., Brooklyn, near Bridge St.
Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 246 AND 248 BROADWAY,
NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,

Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

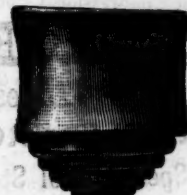
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

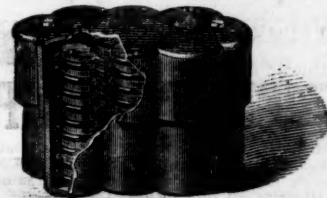
MANUFACTURERS OF

RAILWAY CAR SPRINGS



The Original Standard Volute
Buffer Spring.

Patented.—All others are Infringements



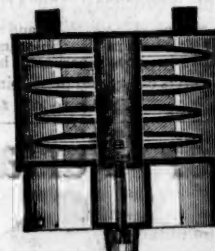
Small Rubber Centre Groupe Spiral

Large Rubber
Centre Spiral.

Compound Spiral.



Solid India Rubber.

Double Volute
Buffer.

Incased Belleville Spring.

All Springs made by us are
WARRANTED.

All Steel and Rubber for our Springs
Manufactured by ourselves ex-
pressly for the purpose.

Manufactory, Manhattanville, N. Y.

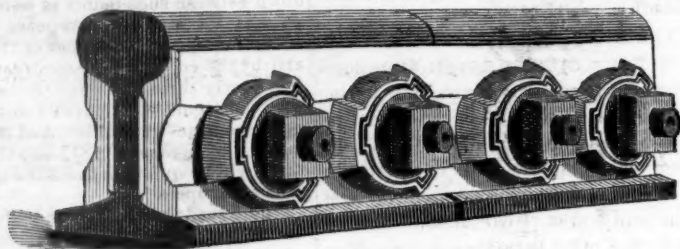
THE WILLIAM BUTCHER STEEL WORKS, OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

OFFICES : { 407 Walnut St., Philadelphia.
59 John Street, New York.
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CRUCIBLE CAST STEEL TYRES,
Axles, Fire Box and Boiler Plate,
REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,
Special Tool Steel, Shafts, and all kinds of Steel Forgings,
WILLIAM TOOTHE,
GEN'L SALES AGENT,
P. O. BOX 3066, NEW YORK.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

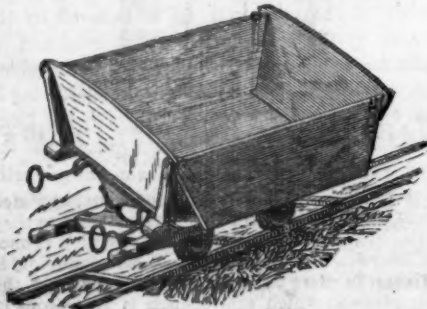
We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
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